# ESTIMATED TIMED AGENDA

CALIFORNIA TRANSPORTATION COMMISSION

**www.catc.ca.gov**
**June 26-27, 2019**
**Sacramento, California**

## Tuesday, June 25, 2019

**5:30 PM** — **WTS Reception for Jim Earp**
**Mulvaney's B&L**
**1215 19th Street**
**Sacramento, CA 95811**

**7:00 PM** — **Commission Dinner**
**Mulvaney's B&L**
**1215 19th Street**
**Sacramento, CA 95814**

## Wednesday, June 26, 2019

**1:00 PM** — **Commission Meeting**
**Lincoln Plaza**
**Auditorium**
**400 P Street**
**Sacramento, CA 95814**

**5:30 PM** — **SACOG Reception**
**Urban Roots Brewery & Smokehouse**
**1322 V Street**
**Sacramento, CA 95818**

**7:00 PM** — **Commission Dinner**
**Biba's**
**2801 Capitol Avenue**
**Sacramento, CA 95816**

## Thursday, June 27, 2019

**9:00 AM** — **Commission Meeting**
**Lincoln Plaza**
**Auditorium**
**400 P Street**
**Sacramento, CA 95814**

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

**NEXT REGULARLY SCHEDULED CTC MEETING (Subject to Change):**
**CTC Meeting – August 14-15, 2019 in San Jose, 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" de-notes 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 | James Corless | I | R |
| 3 | Approval of Minutes for May 15-16, 2019 | 1.2 | Fran Inman | A | C |
| 4 | Approval of Minutes for May 16, 2019 Joint California Transportation Commission and California Air Resources Board Public Workshop on Potential Impacts of Federal Vehicle Standards Rollback | 1.13 | Fran Inman | A | C |
| 5 | Commissioner Meetings for Compensation | 1.5 | Fran Inman | A | C |

## REPORTS

| Tab | Item Description | Ref# | Presenter | Type* | Agency* |
|---|---|---|---|---|---|
| 6 | Commission Executive Director<br>- 2020 Meeting Schedule | 1.3 | Susan Bransen | A | C |
| 7 | Commissioner Reports | 1.4 | Fran Inman | A | C |
| 8 | CalSTA Secretary and/or Undersecretary | 1.6 | Elissa Konove | I | T |
| 9 | Caltrans Director and/or Deputy Director | 1.7 | Laurie Berman | I | D |
| 10 | FHWA California Division Administrator | 1.11 | Vincent Mammano | I | F |
| 11 | Regional Agencies Moderator | 1.8 | Luke McNeel-Caird | I | R |
| 12 | Rural Counties Task Force Chair | 1.9 | Maura Twomey | I | R |
| 13 | Self-Help Counties Coalition Executive Director | 1.10 | Keith Dunn | I | R |

## POLICY MATTERS

| Tab | Item Description | Ref# | Presenter | Type* | Agency* |
|---|---|---|---|---|---|
| 14 | Innovations in Transportation<br>Veloz Electric Vehicle Collaborative | 4.3 | Garth Hopkins<br>Josh Boone | I | C |
| 15 | State and Federal Legislative Matters | 4.1 | Paul Golaszewski | A | C |
| 16 | Stakeholder Listening Sessions | 4.4 | Jofil Borja | I | C |
| 17 | Budget and Allocation Capacity | 4.2 | Paul Golaszewski<br>Clark Paulsen | I | D |
| 18 | Draft 2020 STIP and Aeronautics Account Fund Estimates | 4.23 | Paul Golaszewski<br>Clark Paulsen | I | D |
| 19 | 2020 Draft STIP Guidelines | 4.28 | Teresa Favila | I | C |
| 20 | Approval of the Aeronautics Capital Improvement Plan | 4.24 | Elika Changizi<br>Amy Choi | A | D |
| 21 | Adoption of the FY 2019-20 Road Maintenance and Rehabilitation Account Local Streets and Roads Funding Initial Report of Eligible Cities and Counties, Resolution G-19-24 | 4.29 | Alicia Sequeira Smith | A | C |
| 22<br>3:00PM | Hearing on the State Highway Operation and Protection Program Guidelines | 4.6 | Teri Anderson | I | C |
| 23 | Revisions to the Proposition 1B Local Bridge Seismic Retrofit Account Guidelines | 4.7 | Chris Traina | I | C |
| 24 | Submittal of the Revised Proposition 1B Local Bridge Seismic Retrofit Account Guidelines to the Legislature | 4.30 | Chris Traina | A | C |
| 25 | Proposed Federal Safer Affordable Fuel-Efficient Vehicles Rule | 4.15 | Garth Hopkins<br>Tanisha Taylor | A | C |

# INFORMATION CALENDAR

| Tab | Item Description | Ref# | Presenter | Type* | Agency* |
|---|---|---|---|---|---|
| 26 | **Informational Reports on Allocations Under Delegated Authority**<br>-- Emergency G-11 Allocations *(2.5f.(1))*: 78,630,000 for 22 projects.<br>-- SHOPP Safety Sub-Allocations *(2.5f.(3)):* $11,049,000 for six projects.<br>-- Minor G-05-16 Allocations *(2.5f.(4))*: $5,560,000 for six projects. | 2.5f. | | I | D |

## Monthly Reports on the Status of Contract Award for:

| Tab | Item Description | Ref# | Presenter | Type* | Agency* |
|---|---|---|---|---|---|
| 27 | State Highway Projects, per Resolution G-06-08 | 3.2a. | | I | D |
| 28 | Local Assistance STIP Projects, per Resolution G-13-07 | 3.2b. | | I | D |
| 29 | Local Assistance ATP Projects, per Resolution G-15-04 | 3.2c. | | I | D |
| 30 | Pre-Construction SHOPP Support Allocations, per Resolution G-06-08 | 3.3 | | I | D |

## Quarterly Reports – Third Quarter – FY 2018-19

| Tab | Item Description | Ref# | Presenter | Type* | Agency* |
|---|---|---|---|---|---|
| 31 | Caltrans Finance Report | 3.5 | | I | D |
| 32 | Proposition 1A – Quarterly Report High-Speed Passenger Train Bond Program 3rd Quarter – FY 2018-19 | 3.6 | | I | D |
| 33 | Caltrans Rail Operations Report | 3.7 | | I | D |

## Other Reports

| Tab | Item Description | Ref# | Presenter | Type* | Agency* |
|---|---|---|---|---|---|
| 34 | Monthly Report on Local and Regional Agency Notices of Intent to Expend Funds on Programmed STIP Projects Prior to Commission Allocation per SB 184 | 3.4 | | I | C |
| 35 | Final Right of Way Expenditure Report for STIP Projects at Construction Contract Acceptance | 3.12 | | I | D |
| 36 | Second Quarter - Balance Report on AB 1012 “Use It or Lose It” Provision for Federal Fiscal Year 2017 Unobligated RSTP and CMAQ Funds | 3.13 | | I | D |

# BEGIN CONSENT CALENDAR

| Tab | Item Description | Ref# | Presenter | Type* | Agency* |
|---|---|---|---|---|---|
| 37 | Amendment for Approval<br>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 Bus Acquisition 1 - 305 Standard Buses project in Los Angeles County. (PPNO 5430)<br>STIP Amendment 18S-17 | 2.1a.(2) | | A | D |
| 38 | Amendment for Approval<br>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 19-20 to 20-21. (PPNO 3032R)<br>STIP Amendment 18S-18 | 2.1a.(3) | | A | D |
| 39 | Amendment for Approval<br>The Sacramento County and the Sacramento Area Council of Governments (SACOG) propose to amend the Power Inn Road Improvement Project | 2.1a.(4) | | A | D |

| Tab | Item Description | Ref# | Presenter | Type* | Agency* |
|---|---|---|---|---|---|
| | (PPNO 1684/1799) in Sacramento County, to delay construction from FY 19-20 to 21-22.<br>STIP Amendment 18S-19 | | | | |
| 40 | Approval of Projects for Future Consideration of Funding<br><br>03-Gle-162, PM 76.3/78.6<br>Butte City Bridge Project<br>Replace existing bridge on State Route 162 in Glenn County. (MND) (PPNO 2633) (SHOPP)<br>Resolution E-19-49<br><br>03-Pla-49, PM 1.8/2.4<br>State Route 49 Auburn Safety Improvement (Roundabout) Project<br>Construct a roundabout on State Route 49 at Borland Avenue/Lincoln Way in the city of Auburn in Placer County. (ND) (PPNO 4785) (SHOPP)<br>Resolution E-19-50<br><br>03-Sac-99, PM 7.1/9.4<br>Cosumnes River Bridge Replacement Project<br>Replace an existing bridge on State Route 99 in Sacramento County. (ND) (PPNO 6912) (SHOPP)<br>Resolution E-19-51<br><br>04-Ala-680, PM M12.4/R21.9<br>Interstate 680 Roadway Rehabilitation Project<br>Construct roadway improvements on a portion of Interstate 680 in Alameda County.<br>(ND) (PPNO 0481P) (SHOPP)<br>Resolution E-19-52<br><br>06-Ker-5, PM 5.6/8.8<br>Grapevine Channel Repair Project<br>Perform maintenance on existing drainage channel on Interstate 5 in Kern County.<br>(MND) (PPNO 6749) (SHOPP)<br>Resolution E-19-53<br>*(Related Item under Ref. 2.5b.(1).)*<br><br>06-Ker-5, PM 7.5/9.0<br>Grapevine Culvert Repair Project<br>Perform maintenance on existing culvert on Interstate 5 in Kern County. (MND) (PPNO 6884) (SHOPP)<br>Resolution E-19-54<br><br>08-Riv-86, PM R19.2/R21.6<br>State Route 86/Avenue 50 New Interchange Project<br>Construct a new interchange on State Route 86 at Avenue 50 in the city of Coachella in Riverside County.<br>(MND) (EA 0C970) (Local, Federal)<br>Resolution E-19-55<br><br>08-SBd-38, PM 47.5/59.4<br>State Route 38 Reline or Replace Culverts Project<br>Replace or repair existing culverts on a portion of State Route 38 in San Bernardino County.<br>(ND) (PPNO 0205C) (SHOPP)<br>Resolution E-19-56<br>08-SBd-62, PM 124.0/142.0<br>State Route 62 Embankment Restoration Project<br>Restore storm eroded embankments on a portion of State Route 62 in San Bernardino County. | 2.2c.(1) | | A | D |

| Tab | Item Description | Ref# | Presenter | Type* | Agency* |
|---|---|---|---|---|---|
| | (ND) (PPNO 3005P) (SHOPP)<br>Resolution E-19-57<br><br>12-Ora-57, PM 11.5/12.5<br>State Route 57 Northbound Improvement Project<br>Construct roadway improvements on a portion of State Route 57 in Orange County. (MND) (EA 0M970) (Local)<br>Resolution E-19-58 | | | | |
| 41 | Approval of Project for Future Consideration of Funding<br>01 – Humboldt County<br>Van Wycke Bicycle and Pedestrian Connectivity Project<br>Construct pedestrian and bicycle improvements. (MND) (PPNO 2442a) (ATP)<br>Resolution E-19-59<br>*(Related Item under Ref. 2.5w.(1).)* | 2.2c.(2) | | A | C |
| 42 | Approval of Project for Future Consideration of Funding<br>04 – Marin County<br>Central Marin Regional Pathways Gap Closure Project<br>Construct pedestrian and bicycle improvements. (MND) (PPNO 2326) (ATP)<br>Resolution E-19-60<br>*(Related Item under Ref. 2.5w.(1).)* | 2.2c.(3) | | A | C |
| 43 | Approval of Project for Future Consideration of Funding<br>04 – Napa County<br>Catacoula Multi-Use Trail Construction Project<br>Construct multi-use trail improvements. (MND)(ATP)<br>Resolution E-19-61 | 2.2c.(4) | | A | C |
| 44 | Approval of Project for Future Consideration of Funding<br>05 – Santa Cruz County<br>Great Meadow Bike Preservation and Safety Improvements Phase 2 Project<br>Reconstruct and widen a bike path and other improvements. (MND) (PPNO 2993A) (ATP)<br>Resolution E-19-62<br>*(Related Item under Ref. 2.5w.(2).)* | 2.2c.(5) | | A | C |
| 45 | Approval of Project for Future Consideration of Funding<br>07 – Los Angeles County<br>City of Palmdale Civic Center Complete Streets Project<br>Construct bulb-out crossings, bike lanes, and other improvements. (MND) (PPNO 07-5423) (ATP)<br>Resolution E-19-63 | 2.2c.(6) | | A | C |
| 46 | Approval of Project for Future Consideration of Funding<br>09 – Inyo County<br>Spruce, Hanby, and Yaney Sidewalks Project<br>Construct bike lanes, street widening, and other improvements. (MND) (PPNO 0671) (ATP)<br>Resolution E-19-64<br>*(Related Item under Ref. 2.5w.(1).)* | 2.2c.(7) | | A | C |
| 47 | Approval of Project for Future Consideration of Funding<br>11 – San Diego County<br>Otay Truck Route Phase 4A Project<br>Construct a one-way access road and other improvements. (MND) (PPNO 11-1334) (TCEP)<br>Resolution E-19-65<br>*(Related Item under Ref. 2.5s.(10).)* | 2.2c.(8) | | A | C |
| 48 | One Temporary Route Adoption as a Conventional Highway<br>10-Sta-132-PM T11.4/T11.9 | 2.3a. | | A | D |

| Tab | Item Description | Ref# | Presenter | Type* | Agency* |
|---|---|---|---|---|---|
| | Temporary Route Adoption from State Route 132/North Dakota Avenue intersection to North Dakota Avenue/State Route 132 intersection in County of Stanislaus.<br>Resolution HRA 19-01 | | | | |
| 49 | One New Public Road Connection<br>10-Sta-132-PM R14.4<br>New Public Road Connection to State Route 132 at Needham Street and Kansas Avenue Extension in the City of Modesto.<br>Resolution S-763 | 2.3b. | | A | D |
| 50 | Two Relinquishment Resolutions<br>04-CC-4-PM 25.0<br>Right of way along State Route 4 at Century Boulevard, in the city of Antioch.<br>Resolution R-4027<br><br>11-SD-76-PM 2.6<br>Right of way along State Route 76 at Foussat Road, in the city of Oceanside.<br>Resolution R-4028 | 2.3c. | | A | D |
| 51 | 20 Resolutions of Necessity<br>Resolutions C-21735 through C-21747 and Resolutions C-21749 through C-21755 | 2.4b. | | A | D |
| 52 | Director's Deeds<br>Items 1 through 15<br>Excess Lands - Return to State: $15,655,600<br>Return to Others: $0 | 2.4d.(1) | | A | D |
| 53 | Allocation Amendment – STIP Project<br>Request to amend Resolution FP-18-23, originally approved October 2018, to correct the, Budget Item Number, Fund Type, Program Code, and Advantage ID, per STIP Guidelines. (PPNO 0072). There is no change to the allocation amount.<br>Resolution FP-18-75,Amending FP-18-23 | 2.5c.(6) | | A | D |
| 54 | Allocation Amendment – STIP Project<br>Request to amend Resolution FP-18-68, approved in May 2019, for the Silicon Valley Express Lanes Program – Phase 4 Electronic Tolling System Project (PPNO 2015G) to change the funding split from state/federal funds to state-only funds. There is no change to the allocation amount.<br>Resolution FP-18-92,<br>Amending Resolution FP-18-68 | 2.5c.(8) | | A | D |
| 55 | Allocation Amendments – Proposition 1B State Route 99<br>Request for the adjustment of 11 Proposition 1B State Administered State Route 99 Corridor Bond program projects, in various counties, on the State Highway System. | 2.5g.(2a)-2.5g.(2k) | | A | D |

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| 56 | Allocation Amendments- Proposition 1B TCIF Projects<br>Request to deallocate a combined total of $1,198,000 from the following projects, due to savings at project close out:<br>• $770,000 from TCIF Project 68.1 – State Route 11/State Route 905 Freeway to Freeway Connector Project in San Diego County. (PPNO 11-0999A) *2.5g.(5b)*<br>Resolution TCIF-AA-1819-18,<br>Amending Resolution TCIF-AA-1718-01<br>• $428,000 from TCIF Project 41 – Tustin Avenue/Rose Drive Overcrossing Project in Orange County. (PPNO 12-TC41) *2.5g.(5c)*<br>Resolution TCIF-AA-1819-19,<br>Amending Resolution TCIF-AA-1819-10 | 2.5g.(5b)-2.5g.(5c) | | A | D |
| 57 | Allocation Amendments - TCIF/FASTLANE Project<br>Request to amend Resolution TCIF-A-1819-01 and Resolution FP-18-41 to increase the approved amount for the Federal Discretionary (FASTLANE) Grant program funding by $2,000, from $49,278,000 to $49,280,000; thereby increasing the overall allocation from $60,453,000 to $60,455,000. There is no change to the Prop 1B or Border Infrastructure Program programming amounts.<br>Resolution TCIF-AA-1819-20,<br>Amending Resolution TCIF-A-1819-01<br>Resolution FP-18-76,<br>Amending Resolution FP-18-41 | 2.5g.(5d) | | A | D |
| 58 | Allocation Amendments – Local Partnership Program<br>Request to amend Resolution LPP-A-1718-09, approved in June 2018, to reduce the LPP allocation by $52,000, from $200,000 to $148,000, for the City of Point Arena – Port Road Rehabilitation & Overlay Project, to reflect contract award savings. (PPNO 0072)<br>Resolution LPP-A-1819-26, Amending LPP-A-1718-09<br>*(Related Items under Ref. 4.16 and 4.17)* | 2.5s.(8) | | A | D |
| 59 | Amendment – ATP Project<br>Request to amend Resolution FATP-1718-13, approved in March 2018, to revise the PPNO from 6921 to 7012, for the PS&E Phase of the Woodville Sidewalk Improvements along Road 168 project, in Tulare County. There is no change to the original allocation.<br>Resolution FATP-1819-17<br>Amending Resolution FATP-1718-13 | 2.5w.(4) | | A | D |
| 60 | Amendment – ATP Project<br>Request to amend Resolution FATP-1819-06, approved in December 2018, to revise the PPNO from 6921 to 7012, for the Construction Phase of the Woodville Sidewalk Improvements along Road 168 project, in Tulare County. There is no change to the original allocation.<br>Resolution FATP-1819-18<br>Amending Resolution FATP-1819-06 | 2.5w.(5) | | A | D |

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| 61 | Allocation Amendment – TIRCP Program<br>Request to amend Resolution TIRCP-1617-01, to reduce the original allocation by $68,000 in identified savings from the Ticketing project under the OC Streetcar and OCTA System-Wide Mobile Ticketing Project (Project ID 0017000444) in Orange County.<br>Resolution TIRCP-1819-12<br>Amending Resolution TIRCP-1617-01<br>*(Related Item under Ref. 2.6g.(4).)* | 2.6g.(3) | | A | D |
| 62 | Allocation Amendments– TIRCP Program<br>Request to amend resolution TIRCP-1718-03, to allocate an additional $68,000 in identified savings from the ticketing project (Project ID 0017000444) to the Capital project of the OC Streetcar and OCTA System-Wide Mobile Ticketing Project (Project ID 0018000237) in Orange County.<br>Resolution TIRCP-1819-13,<br>Amending Resolution TIRCP-1718-03<br>*(Related Item under Ref. 2.6g.(3).)* | 2.6g.(4) | | A | D |
| 63 | Technical correction – Adoption of the 2019 Active Transportation Program Statewide and Small Urban & Rural Components<br>Request to revise the resolution number of Resolution G-19-01, approved at the January 2019 meeting due to an error in the resolution assignment. The resolution should be G-19-31. | 2.9a. | | A | C |
| 64 | Technical correction – Adoption of the 2019 Active Transportation Program Metropolitan Planning Organization Component – 10 of 10 Large MPOs<br>Request to revise the resolution number of G-19-12, approved at the May 2019 meeting due to an error in the resolution assignment. The resolution should be G-19-32. | 2.9b. | | A | C |
| 65 | Technical correction – Adoption of the 2017 Active Transportation Program Augmentation Metropolitan Planning Organization Component (7 of 10 MPO's)<br>Request to move $1,564,000 in Construction funds programmed in Fiscal Year 2018-19 to Fiscal Year 2019-20 for the City of Oakland's Oakland SRTS: Crossing to Safety Project to accurately reflect the funding for the project. | 2.9c. | | A | C |
| 66 | Technical Correction to the 2018 Local Partnership Competitive Program<br>Resolution LPP-P-1819-08,<br>Amending Resolution LPP-P-1819-04 | 4.18 | | A | C |
| 67 | ATP – Amendment for Approval<br>2017 Active Transportation Program project amendment for the City of Stockton's Closing Gaps to Schools Project for a funding distribution change. (PPNO 3264)<br>Resolution G-19-29, Amending G-17-12 | 4.20 | | A | D |
| 68 | ATP – Amendment for Approval<br>2017 Active Transportation Program project amendment for the Contra Costa County - Fred Jackson Way First Mile and Last Mile Connection Project for a funding distribution change. (PPNO 2309)<br>Resolution G-19-30, Amending G-17-04 | 4.21 | | A | D |

## END OF CONSENT CALENDAR

## Environmental Matters

| Tab | Item Description | Ref# | Presenter | Type* | Agency* |
|---|---|---|---|---|---|
| 69 | Approval of Project for Future Consideration of Funding<br>08 – Riverside County<br>Mid County Parkway Project<br>Construct the Mid County Parkway transportation corridor. (FEIR) (LPP)<br>Resolution E-19-66 | 2.2c.(9) | Jose Oseguera | A | C |
| 70 | Approval of Project for Future Consideration of Funding<br>04 – San Francisco County<br>Natural Resources Trail Safety Program Project<br>Construct safety improvements on multi-use trails. (FEIR) (ATP)<br>Resolution E-19-67 | 2.2c.(10) | Jose Oseguera | A | C |
| 71 | Approval of Project for Future Consideration of Funding<br>07 – Los Angeles County<br>Pier G/J Double Track Project<br>Construct double track access and other pier improvements. (FEIR) (PPNO T0007) (TCEP)<br>Resolution E-19-68<br>*(Related Item under Ref. 2.5s.(10).)* | 2.2c.(11) | Jose Oseguera | A | C |
| 72 | Approval of Project for Future Consideration of Funding<br>03 – Yuba -70, PM 16.2/25.8<br>Construct roadway and safety improvements on a portion of State Route 70 in Yuba County. (FEIR) (PPNO 9819) (SHOPP)<br>Resolution E-19-69<br>*(Related Item under Ref. 2.5b.(3).)* | 2.2c.(12) | Jose Oseguera<br>Phil Stolarski | A | D |

## Right of Way

| Tab | Item Description | Ref# | Presenter | Type* | Agency* |
|---|---|---|---|---|---|
| 73 | Director's Deed – Los Angeles County<br>(Roberti Regulation)<br>Excess Lands - Return to State: $305,813<br>Return to Others: $0 | 2.4d.(2) | Teri Anderson<br>Jennifer S. Lowden | A | D |
| 74 | Request to Approve a Lease Agreement for the North Coast Railroad Authority – Annie & Mary Rail-Trail<br>Resolution G-19-23 | 4.25 | Teri Anderson<br>Ronald Sheppard | A | D |
| 75 | Airspace Lease<br>Request to Directly Negotiate with 1911 San Diego, L.L.C. | 2.4c.(1) | Chris Traina<br>Jennifer S. Lowden | A | D |
| 76 | Airspace Lease<br>Request to Approve Terms, Conditions, and Execution of Airspace Lease with the City of Oakland | 2.4c.(2) | Chris Traina<br>Jennifer S. Lowden | A | D |

## Quarterly Reports

| Tab | Item Description | Ref# | Presenter | Type* | Agency* |
|---|---|---|---|---|---|
| 77 | Quarterly Report - Senate Bill 1 Program – Third Quarter | 3.11 | Dawn Cheser<br>Nabeelah Abi-Rached | I | D |
| 78 | Quarterly Report - Active Transportation Program – Third Quarter | 3.8 | Laurie Waters<br>Gary Gutierrez | I | D |
| 79 | Quarterly Report - Project Delivery – Third Quarter | 3.14 | Chris Traina<br>Michael Keever | I | D |

# Allocations and Supplemental Funds Requests

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

| Tab | Item Description | Ref# | Presenter | Type* | Agency* |
|---|---|---|---|---|---|
| 80 | Request for an allocation of $2,563,000 (34 percent increase) in Construction Capital and $913,000 (40 percent increase) in Support for the STIP Mitigation Highway Planting Project on U.S. Highway 101 in Santa Barbara County. (PPNO 0482Y) Resolution FP-18-77 | 2.5d.(1) | Chris Traina Tim Gubbins | A | D |
| 81 | Request for an allocation of $8,465,000 (63 percent increase) in Construction Capital and $3,037,000 (60 percent increase) in Support for the SHOPP Safety Signs and Lighting Project on State Route 1 in Los Angeles County. (PPNO 4903) Resolution FP-18-78 | 2.5d.(2) | Chris Traina John Bulinski | A | D |
| 82 | Request for an allocation of $8,800,000 (83 percent increase) in Construction Capital and $3,074,000 (105 percent increase) in Support for the SHOPP Drainage Improvement Project at Interstates 5, 405, 710, and U.S. Highway 101 in Los Angeles County. (PPNO 4910) Resolution FP-18-79 | 2.5d.(3) | Chris Traina John Bulinski | A | D |

## Capital Outlay Support (COS) Supplemental Fund Allocation

| Tab | Item Description | Ref# | Presenter | Type* | Agency* |
|---|---|---|---|---|---|
| 83 | Request for an additional $1,234,000 (717 percent increase) in Capital Outlay Support Costs, for the SHOPP Bridge Rail Replacement Project on State Routes 20, 29, and 175 in Lake County. (PPNO 3130) Resolution FA-18-46 | 2.5e.(5) | Chris Traina Matthew Brady | A | D |

## Capital – Supplemental Fund Allocations – (Re-advertised)

| Tab | Item Description | Ref# | Presenter | Type* | Agency* |
|---|---|---|---|---|---|
| 84 | Request for an additional $4,346,000 (44 percent increase) in Construction Capital, for the SHOPP Bridge Rehabilitation Project on U.S. Highway 101 in Marin County, to re-advertise the construction contract. (PPNO 0350H) Resolution FA-18-43 | 2.5e.(2) | Chris Traina Tony Tavares | A | D |
| 85 | Request for an additional $722,000 (47 percent increase) in Construction Capital, for the SHOPP Roadway Safety Improvement Project on State Routes 108 and 120 in Tuolumne, Stanislaus, and Mariposa Counties to re-advertise the construction contract. (PPNO 3202) Resolution FA-18-44 | 2.5e.(3) | Chris Traina Dennis T. Agar | A | D |

## Capital - Supplemental Fund Allocation – (Award)

| Tab | Item Description | Ref# | Presenter | Type* | Agency* |
|---|---|---|---|---|---|
| 86 | Request for an additional $454,000 (50 percent increase) in Construction Capital, for the SHOPP Minor A Roadside Protection and Restoration Project on State Route 70 in Plumas County to award. (EA 0H800) Resolution FA-18-45 | 2.5e.(4) | Chris Traina Dave Moore | A | D |

**Transit and Inter-City Rail Capital Program (TIRCP) – Supplemental Fund Allocation - Construction**

| Tab | Item Description | Ref# | Presenter | Type* | Agency* |
|---|---|---|---|---|---|
| 87 | Request for an additional $27,000,000 (87 percent increase) for the purchase of 37 Electronic Multiple Units (EMUs) for the Peninsula Corridor Electrification Expansion Project. (PPNO CP039Y)<br>Resolution TIRCP-1819-11S | 2.6g.(2) | Teresa Favila<br>Ronald Sheppard | A | D |

# PROGRAM UPDATES

## SHOPP Program

| Tab | Item Description | Ref# | Presenter | Type* | Agency* |
|---|---|---|---|---|---|
| 88 | Exemption to the SHOPP Guidelines for the Cosumnes River Bridge Project.<br>Resolution G-19-33 | 4.5 | Chris Traina<br>Ray Tritt | A | D |
| 89 | Amendment to Resolution G-16-12 Delegation of Authority to Adjust Project Allocations and Modify Project Descriptions.<br>Resolution G-19-12, Amending Resolution G-16-12 | 4.9 | Teri Anderson | A | C |
| 90 | Amendment to Resolution G-05-16 Delegation of Authority for Sub-Allocation and Adjustment of the SHOPP Minor Program.<br>Resolution G-19-05, Amending Resolution G-05-16 | 4.10 | Teri Anderson | A | C |
| 91 | Amendment to Resolution G-01-09 Delegation of Authority for Sub-Allocation and Adjustment of Right-of-Way projects programmed in the STIP and SHOPP.<br>Resolution G-19-01, Amending Resolution G-01-09<br>*(Related Item under Ref. 2.5b.(3).)* | 4.11 | Teri Anderson | A | C |
| 92 | Adoption of the State Highway Operation and Protection Program Guidelines.<br>Resolution G-19-27 | 4.12 | Teri Anderson | A | C |
| 93 | State Highway Operation and Protection Program – (SB 1) (SHOPP) 8 Baseline Agreements for Approval.<br>Resolution SHOPP-P-1819-13B | 4.13 | Jon Pray | A | C |
| 94 | SHOPP Amendments for Approval<br>Request to:<br>--Add 29 new projects into the 2018 SHOPP.<br>--Revise 143 projects currently programmed in the 2018 SHOPP.<br>--Develop 3 Long Lead projects.<br>SHOPP Amendment 18H-010<br>*(Related Items under Ref. 2.5b.(1), 2.5b.(2), and 2.5b.(3)*, and 2.8a.(12).) | 2.1a.(1) | Jon Pray<br>Bruce De Terra | A | D |

## Active Transportation Program (ATP)

| Tab | Item Description | Ref# | Presenter | Type* | Agency* |
|---|---|---|---|---|---|
| 95 | Adoption of the 2019 Active Transportation Program - California Conservation Corps and Certified Local Community Conservation Corps Program.<br>Resolution G-19-28<br>*(Related Item under Ref. 2.5w.(3)* | 4.14 | Anja Aulenbacher | A | C |

## Proposition 1B Program

| Tab | Item Description | Ref# | Presenter | Type* | Agency* |
|---|---|---|---|---|---|
| 96 | Proposition 1B<br>*--Corridor Mobility Improvement Account (3.9a.)*<br>*--Route 99 Corridor Program (3.9b.)*<br>*--Local Bridge Seismic Retrofit Program (3.9c.)*<br>*--State-Local Partnership Program (3.9d.)*<br>*--Traffic Light Synchronization Program (3.9e.)*<br>*--Highway-Railroad Crossing Safety Account (3.9f.)*<br>*--Intercity Rail Improvement Program (3.9g.)*<br>*--Trade Corridors Improvement Fund (3.9h.)* | 3.9 | Chris Traina<br>Bruce De Terra | I | D |
| 97 | Trade Corridors Improvement Fund Program Amendment<br>Add the Route 125/905 Connector Project<br>Resolution TCIF-P-1819-11<br>*(Related Item under Ref # 2.1s.(1))* | 4.27 | Dawn Cheser | A | C |

## Senate Bill 1 Programs

| Tab | Item Description | Ref# | Presenter | Type* | Agency* |
|---|---|---|---|---|---|
| 98 | Trade Corridor Enhancement Program Amendment<br>Remove the National City Marine Terminal Rail Track Extension Project<br>Resolution TCEP-P-1819-11,<br>Amending Resolution TCEP-P-1819-08 | 4.26 | Dawn Cheser | A | C |
| 99 | Amendment to the 2018 Local Partnership Formulaic Program to deprogram $52,000 from the City of Point Arena's Port Road Rehabilitation and Overlay Project due to contract award savings.<br>Resolution G-19-25, Amending Resolution G-18-45<br>*(Related Item under Ref. 2.5s.(8)* | 4.16 | Christine Gordon | A | C |
| 100 | Amendment to the 2019 Local Partnership Formulaic Program to program $52,000 of FY 2018-19 formulaic funding to the City of Point Arena's Windy Hollow Road and Riverside Drive Repaving and Drainage Improvements Project programmed in FY 2019-20.<br>Resolution G-19-26, Amending Resolution G-19-11<br>*(Related Item under Ref. 2.5s.(8)* | 4.17 | Christine Gordon | A | C |
| 101 | SB 1 Baseline Agreements<br>Approve 1 Active Transportation Program Baseline Agreement<br>Resolution ATP-P-1819-02B | 4.8 | Laurie Waters | A | C |
| 102 | TCEP – Baseline Amendment<br>The Department and San Diego County Association of Governments (SANDAG) propose to amend the TCEP Baseline Agreement for the State Route 125/905 Connector Project (PPNO 1036) in San Diego County to program $1,708,000 in savings from the Trade Corridor Improvement Fund (TCIF) Program for construction. There is no change to the TCEP programming amount.<br>Resolution TCEP-P-1819-10,<br>Amending Resolution TCEP-P-1819-03B<br>*(Related Item under Ref # 4.27)* | 2.1s.(1) | Dawn Cheser<br>Bruce De Terra | A | D |

# ALLOCATIONS

## SHOPP Allocations

| Tab | Item Description | Ref# | Presenter | Type* | Agency* |
|---|---|---|---|---|---|
| 103 | Request of $391,832,000 for 47 SHOPP projects.<br>Resolution FP-18-80<br>*(Related Items under Ref. 2.1a.(1) and 2.2c.(1).)* | 2.5b.(1) | Teri Anderson<br>Bruce De Terra | A | D |

## Capital Outlay Support (COS) SHOPP Allocations

| Tab | Item Description | Ref# | Presenter | Type* | Agency* |
|---|---|---|---|---|---|
| 104 | Request of $99,518,000 for 98 2018 SHOPP preconstruction project phases for environmental, design and R/W support.<br>Resolution FP-18-81<br>*(Related Items under Ref. 2.1a.(1) and 2.5c.(1).)* | 2.5b.(2) | Jon Pray<br>Bruce De Terra | A | D |

## Advance – SHOPP Allocations

| Tab | Item Description | Ref# | Presenter | Type* | Agency* |
|---|---|---|---|---|---|
| 105 | Request of $25,851,000 for six SHOPP projects, programmed in FY 2019-20.<br>Resolution FP-18-83 | 2.5b.(4) | Teri Anderson<br>Bruce De Terra | A | D |
| 106 | Request for an allocation of $15,200,000 for the Right of Way Capital phase for the SHOPP safety project on State Route 70 in Yuba County, programmed in FY 2019-20. (PPNO 9819)<br>Resolution FP-18-82<br>*(Related Items under Ref. 2.1a.(1), 2.2c.(12) and 4.11.)* | 2.5b.(3) | Teri Anderson<br>Bruce De Terra | A | D |

## Annual Allocations

| Tab | Item Description | Ref# | Presenter | Type* | Agency* |
|---|---|---|---|---|---|
| 107 | Preliminary Close-Out Report on the FY 2018-19 Minor Program Annual Allocation. | 3.15 | Chris Traina<br>Bruce De Terra | I | D |
| 108 | Minor Program – Annual Allocation<br>Request of $150,000,000 for FY 2019-20 Minor Program Annual Allocation for Capital and Support.<br>Resolution FM-18-03 | 2.5j. | Chris Traina<br>Bruce De Terra | A | D |
| 109 | Preliminary Close Out for the FY 2018-19 Right of Way Annual Allocation. | 3.16 | Chris Traina<br>Jennifer S. Lowden | I | D |
| 110 | Right of Way – Annual Allocation<br>Request of $178,000,000 for the FY 2019-20 Right of Way Annual Allocation.<br>Resolution FM-18-04 | 2.5m. | Chris Traina<br>Jennifer S. Lowden | A | D |
| 111 | Aeronautics Annual Allocation<br>Request to allocate $1,400,000 for the FY 2019-20 Aeronautics Program Annual Allocation for the Set Aside to Match Federal Airport Improvement Program (AIP) grants.<br>Resolution FDOA-2019-01 | 2.7a. | Elika Changizi<br>Amy Choi | A | D |
| 112 | Quarterly Report – Local Assistance Annual Allocation for the Period Ending March 31, 2019. | 3.17 | Teresa Favila<br>Rihui Zhang | I | D |
| 113 | Local Assistance (State) – Annual Allocation<br>Request of $137,521,000 for Local Assistance State Funds Annual Allocation for FY 2019-20.<br>Resolution FM-18-05 | 2.5h. | Teresa Favila<br>Rihui Zhang | A | D |
| 114 | Amendment – Local Assistance (Federal) Annual Allocation<br>Request to increase the FY 2018-19 Local Assistance Federal Funds Annual Allocation by $752,358,486, from $1,002,018,000 to $1,754,376,486.<br>Resolution FM-18-06<br>Amending Resolution FM-18-01 | 2.5i. | Teresa Favila<br>Rihui Zhang | A | D |

| | | | | | |
|---|---|---|---|---|---|
| 115 | Amendment – Local Assistance (State) Annual Allocation<br>Request to increase the FY 2018-19 Local Assistance State Funds Annual Allocation by $10,000,000, from $131,078,000 to $141,078,000.<br>Resolution FM-18-07<br>Amending Resolution FM-17-03 | 2.5k. | Teresa Favila<br>Rihui Zhang | A | D |

## Transit & Intercity Rail Capital Program (TIRCP) Project Allocations

| Tab | Item Description | Ref# | Presenter | Type* | Agency* |
|---|---|---|---|---|---|
| 116 | Request of $3,300,000 for two TIRCP projects.<br>Resolution TIRCP-1819-14 | 2.6g.(1) | Teresa Favila<br>Ronald Sheppard | A | D |

## STIP Allocations

| Tab | Item Description | Ref# | Presenter | Type* | Agency* |
|---|---|---|---|---|---|
| 117 | Request of $28,240,000 for two State-Administered STIP projects, on the State Highway System.<br>Resolution FP-18-91<br>*(Related Item under Ref. 2.5b.(1).)* | 2.5c.(1) | Teresa Favila<br>Bruce De Terra | A | D |
| 118 | Request of $775,000 for the locally-administered STIP US 101/Trinidad Area Access Improvements project, on the State Highway System, in Humboldt County. (PPNO 2515) (ADPE)<br>Resolution FP-18-86 | 2.5c.(2) | Teresa Favila<br>Bruce De Terra | A | D |
| 119 | Request of $6,294,000 for seven locally-administered STIP projects, off the State Highway System.<br>Resolution FP-18-87 | 2.5c.(3) | Teresa Favila<br>Bruce De Terra | A | D |

## Advance- STIP Allocations

| Tab | Item Description | Ref# | Presenter | Type* | Agency* |
|---|---|---|---|---|---|
| 120 | Request of $2,344,000 for eight locally-administered STIP Planning, Programming, and Monitoring projects, programmed in FY 19-20.<br>Resolution FP-18-88 | 2.5c.(4) | Teresa Favila<br>Bruce De Terra | A | D |
| 121 | Request of $833,000 for the locally-administered STIP Interstate 280 Soundwalls – State Route 87 to Los Gatos Creek project, in Santa Clara County, on the State Highway System, programmed in FY 19-20. (PPNO 04-0503J)<br>Resolution FP-18-89 | 2.5c.(5) | Teresa Favila<br>Bruce De Terra | A | D |

## AB 3090 Reimbursement Allocation

| Tab | Item Description | Ref# | Presenter | Type* | Agency* |
|---|---|---|---|---|---|
| 122 | Request of $3,800,000 for a locally-administered STIP AB 3090 Reimbursement project, on the State Highway System, in Placer County. (PPNO 03-1520A)<br>Resolution FP-18-94 | 2.5c.(9) | Teresa Favila<br>Bruce De Terra | A | D |

## Advance - AB 3090 Reimbursement Allocation

| Tab | Item Description | Ref# | Presenter | Type* | Agency* |
|---|---|---|---|---|---|
| 123 | Request of $6,321,000 for a locally-administered STIP AB 3090 Reimbursement project, on the State Highway System, in Kern County, programmed FY 2019-20. (PPNO 06-3705B)<br>Resolution FP-18-90 | 2.5c.(7) | Teresa Favila<br>Bruce De Terra | A | D |

## Waterborne Ferry Allocation

| Tab | Item Description | Ref# | Presenter | Type* | Agency* |
|---|---|---|---|---|---|
| 124 | Update by the Metropolitan Transportation Commission and Water Emergency Transportation Authority on the Waterborne Ferry Program. | 4.19 | Teresa Favila<br>Kenneth Kao<br>Taylor Rutsch | I | R |
| 125 | Request of $3,343,000 for the Waterborne Ferry Program in the San Francisco Bay Area for the FY 19-20.<br>Resolution MFP-18-11 | 2.6d. | Teresa Favila<br>Ronald E. Sheppard | A | D |

## Proposition 1B Program

### Trade Corridor Improvement Fund (TCIF) Program Allocations

| Tab | Item Description | Ref# | Presenter | Type* | Agency* |
|---|---|---|---|---|---|
| 126 | Request of $1,310,000 from TCIF Proposition 1B Bond Program for the State Route 60 Archibald Avenue Interchange Improvement project, in San Bernardino County. (PPNO 75-TC129)<br>Resolution TCIF-A-1819-04 | 2.5g.(5a) | Dawn Cheser<br>Bruce DeTerra | A | D |

### Local Partnership Program (LPP) Allocations

| Tab | Item Description | Ref# | Presenter | Type* | Agency* |
|---|---|---|---|---|---|
| 127 | Request of $4,272,000 for the locally-administered LPP (Formulaic) Pachappa Underpass (State Route 91 HOV Remnant Work) project, on the State Highway System, in Riverside County. (PPNO 08-1239)<br>Resolution LPP-A-1819-32 | 2.5s.(2) | Christine Gordon<br>Rihui Zhang | A | D |
| 128 | Request of $773,000 for three locally-administered LPP (Formulaic) projects, off the State Highway System.<br>Resolution LPP-A-1819-33 | 2.5s.(3) | Christine Gordon<br>Rihui Zhang | A | D |

### Advance – LPP Allocations

| Tab | Item Description | Ref# | Presenter | Type* | Agency* |
|---|---|---|---|---|---|
| 129 | Request of $829,000 for the State-Administered LPP (Formulaic) Santa Monica Road and Via Real Intersection Improvements project, in Santa Barbara County, on the State Highway System, programmed in FY 19-20. (PPNO 05-2985)<br>Resolution LPP-A-1819-27 | 2.5s.(4) | Christine Gordon<br>Bruce De Terra | A | D |
| 130 | Request of $2,286,000 for the locally-administered LPP (Formulaic) Innovate 680: Interstate 680 Northbound HOT/HOV Lanes Project, in Contra Costa County, on the State Highway System, programmed in FY 19-20. (PPNO 04-2321B)<br>Resolution LPP-A-1819-28 | 2.5s.(5) | Christine Gordon<br>Bruce De Terra | A | D |
| 131 | Request of $100,000 for the locally-administered LPP – (Formulaic) 2019 Slurry Seal Project, in Nevada County, off the State Highway System, programmed in FY 19-20. (PPNO 03-1226)<br>Resolution LPP-A-1819-29 | 2.5s.(6) | Christine Gordon<br>Rihui Zhang | A | D |

### LPP-Transit Allocation

| Tab | Item Description | Ref# | Presenter | Type* | Agency* |
|---|---|---|---|---|---|
| 132 | Request of $100,000 for the locally-administered LPP (Formulaic) Monterey Bus Rapid Transit Phase II Transit project, in Monterey County. (PPNO 05-2892)<br>Resolution LPP-A-1819-31 | 2.6s.(1) | Christine Gordon<br>Ronald Sheppard | A | D |

## Multi-Funded LPP/STIP/ Proposition 1B TCIF Allocation

| Tab | Item Description | Ref# | Presenter | Type* | Agency* |
|---|---|---|---|---|---|
| 133 | Request of $121,809,000 for the State-Administered multi-funded LPP/STIP/Proposition 1B TCIF Interstate 5 Widening, Segment 1 (State Route 73 to Oso Parkway) project, in Orange County, on the State Highway System. (PPNO 12-2655)<br>Resolution FP-18-84<br>Resolution LPP-A-1819-30<br>Resolution TCIF-A-1819-03 | 2.5s.(7) | Christine Gordon<br>Bruce De Terra | A | D |

## Solutions for Congested Corridors Program (SCCP) Allocations

| Tab | Item Description | Ref# | Presenter | Type* | Agency* |
|---|---|---|---|---|---|
| 134 | Request of $200,000 for the locally-administered SCCP Franklin Boulevard Cycle Track Phase 1 project, in Sacramento County, off the State Highway System. (PPNO 03-1788)<br>Resolution SCCP-A-1819-10 | 2.5s.(9) | Teresa Favila<br>Rihui Zhang | A | D |

## Trade Corridor Enhancement Program (TCEP) Allocations

| Tab | Item Description | Ref# | Presenter | Type* | Agency* |
|---|---|---|---|---|---|
| 135 | Request of $20,000,000 for two locally-administered TCEP projects, off the State Highway System.<br>Resolution TCEP-A-1819-12<br>*(Related Items under Ref. 2.2c.(8) and 2.2c.(11).)* | 2.5s.(10) | Dawn Cheser<br>Rihui Zhang | A | D |

## Multi-Funded TCEP/STIP Allocation

| Tab | Item Description | Ref# | Presenter | Type* | Agency* |
|---|---|---|---|---|---|
| 136 | Request of $64,919,000 for the locally-administered multi-funded TCEP/STIP Route 132 Expressway, Phase 1 project, in Stanislaus County, on the State Highway System. (PPNO 10-0944M)<br>Resolution FP-18-85<br>Resolution TCEP-A-1819-13 | 2.5s.(11) | Dawn Cheser<br>Bruce De Terra | A | D |

## Active Transportation Program (ATP) Allocations

| Tab | Item Description | Ref# | Presenter | Type* | Agency* |
|---|---|---|---|---|---|
| 137 | Request of $68,096,000 for 57 ATP projects.<br>Resolution FATP-1819-14<br>*(Related Items under Ref. 2.2c.(2), 2.2c.(3), and 2.2c.(7).)* | 2.5w.(1) | Anja Aulenbacher<br>Rihui Zhang | A | D |
| 138 | Request of $4,000,000 for the 2019 Active Transportation Program for the California Conservation Corps.<br>Resolution FATP-1819-16<br>*(Related Item under Ref.4.14)* | 2.5w.(3) | Anja Aulenbacher<br>Rihui Zhang | A | D |

## Advance – ATP Allocations

| Tab | Item Description | Ref# | Presenter | Type* | Agency* |
|---|---|---|---|---|---|
| 139 | Request of $9,542,000 for 11 ATP projects, programmed in FY 19-20.<br>Resolution FATP-1819-15<br>*(Related Item under Ref. 2.2c.(5).)* | 2.5w.(2) | Anja Aulenbacher<br>Rihui Zhang | A | D |

# TIME EXTENSION REQUESTS

## Project Allocation Time Extension

| Tab | Item Description | Ref# | Presenter | Type* | Agency* |
|---|---|---|---|---|---|
| 140 | Request to extend the period of allocation for 132 SHOPP projects, per SHOPP Guidelines.<br>Waiver 19-29 | 2.8a.(12) | Chris Traina<br>Bruce De Terra | A | D |

| Tab | Item Description | Ref# | Presenter | Type* | Agency* |
|---|---|---|---|---|---|
| 141 | Request to extend the start time of expenditures for the Geyserville culvert replacement project on U.S. Highway 101 in Sonoma County, for one SHOPP pre-construction support phase, per Interim SHOPP Guidelines. (PPNO 04-1459C) Waiver 19-43 | 2.8a.(1) | Chris Traina Bruce De Terra | A | D |
| 142 | Request to extend the period of project allocation for the locally administered LPP (Competitive) - Purchase Hybrid Buses project in Alameda County per LPP Guidelines. (PPNO 2320B) Waiver 19-30 | 2.8a.(2) | Christine Gordon Ronald Sheppard | A | D |
| 143 | Request to extend the period of project allocation for six LPP projects, off the State Highway System, per LPP Guidelines. Waiver 19-31 | 2.8a.(3) | Christine Gordon Rihui Zhang | A | D |
| 144 | Request to extend the period of project allocation for three locally administrated LPP Projects, on the State Highway System. Waiver 19-32 | 2.8a.(4) | Christine Gordon Bruce De Terra | A | D |
| 145 | Request to extend the period of project allocation for the TCEP Quiet Zone Safety Engineering Measures Project in Alameda County per TCEP Guidelines. (PPNO T0004) Waiver 19-33 | 2.8a.(5) | Dawn Cheser Ronald Sheppard | A | D |
| 146 | Request to extend the period of allocation for four locally administered STIP projects, on the State Highway System, per STIP Guidelines. Waiver 19-36 | 2.8a.(8) | Teresa Favila Bruce De Terra | A | D |
| 147 | Request to extend the period allocation for four STIP projects, off the State Highway System, per STIP Guidelines. Waiver 19-37 | 2.8a.(9) | Teresa Favila Rihui Zhang | A | D |
| 148 | Request to extend the period of allocation for the locally administered City of West Sacramento – Riverfront Street Extension STIP Project (PPNO 1925), in Yolo County, off the State Highway System, per STIP Guidelines Waiver-19-47 | 2.8a.(13) | Teresa Favila Rihui Zhang | A | D |
| 149 | Request to extend the period of allocation for the Central Coast Layover Facility Expansion STIP Rail Project for the PS&E phase, on the Pacific Surfliner Corridor in San Luis Obispo County, per STIP Guidelines. (PPNO 2195) Waiver 19-46 | 2.8a.(11) | Teresa Favila Ronald Sheppard | A | D |
| 150 | Request to extend the period of allocation for 56 ATP projects, per ATP Guidelines. Waiver 19-38 | 2.8a.(10) | Anja Aulenbacher Rihui Zhang | A | D |

## Contract Award Time Extension

| Tab | Item Description | Ref# | Presenter | Type* | Agency* |
|---|---|---|---|---|---|
| 151 | Request to extend the period of contract award for two ATP projects, per ATP Guidelines. Waiver 19-40 | 2.8b.(2) | Anja Aulenbacher Rihui Zhang | A | D |

## Project Completion Time Extension

| Tab | Item Description | Ref# | Presenter | Type* | Agency* |
|---|---|---|---|---|---|
| 152 | Request to extend the period of project completion for four STIP projects, off the State Highway System, per STIP Guidelines. Waiver 19-41 | 2.8c.(1) | Teresa Favila Rihui Zhang | A | D |

| Tab | Item Description | Ref# | Presenter | Type* | Agency* |
|---|---|---|---|---|---|
| 153 | Request to extend the period of project completion for the Trinity County Active Transportation Plan, in Trinity County, per ATP Guidelines. (PPNO 2573)<br>Waiver 19-42 | 2.8c.(2) | Anja Aulenbacher<br>Rihui Zhang | A | D |
| 154 | Post fact request to extend the period of project completion for the locally administered Fullerton Road Grade Separation Project in Los Angeles County per Highway Railroad Crossing Safety Account Guidelines.<br>Waiver 19-48 | 2.8c.(3) | Teresa Favila<br>Ronald Sheppard | A | D |

**Project Expenditure Time Extension**

| Tab | Item Description | Ref# | Presenter | Type* | Agency* |
|---|---|---|---|---|---|
| 155 | Request to extend the period of expenditure for the locally administered Traffic Signal at Gobbi Street and Waugh Lane STIP Project, in Mendocino County, off the State Highway System, per STIP Guidelines. (PPNO 4561)<br>Waiver 19-44 | 2.8d.(2) | Teresa Favila<br>Rihui Zhang | A | D |
| 156 | Request to extend the period of expenditure for four ATP projects, per ATP Guidelines<br>Waiver 19-45 | 2.8d.(3) | Anja Aulenbacher<br>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

$555,777,000 Total SHOPP/Minor Requested for Allocation
$ 52,083,000 Total STIP Requested for Allocation
$ 1,310,000 Total Proposition 1B Bond Requested for Allocation
$ 81,908,000 Total ATP Requested for Allocation
$ 28,460,000 Total SB1 Requested for Allocation
$188,728,000 Total Multi-funded Requested for Allocation
$ 6,756,000 Total Supplemental Funds Requested for Allocation
$ 3,343,000 Waterborne Ferry Requested for Allocation
$918,365,000 Sub-Total Project Funds Requested for Allocation

$ 95,239,000 Delegated Allocations
$1,013,604,000 Total Value

Total Jobs Created: 18,245 (Includes Direct, Indirect, and Induced)

($ 1,250,000) Total De-Allocations Requested

## Mass Transportation Financial Matters

$30,300,000 Total TIRCP Requested for Allocation
$ 100,000 Total LPP Requested for Allocation
$30,400,000 Total State Allocations

## Aeronautics Financial Matters

$ 1,400,000 Total Aeronautics AIP Match Requested for Allocation
$ 1,400,000 Total State Allocations

Total Jobs Created: 572 *(Includes Direct, Indirect, and Induced)*

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Member of the Senate
State Capitol, Room 2068
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The Honorable Jim Frazier
Member of the Assembly
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**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 **CTC Meeting**: June 26-27, 2019

**From**: SUSAN BRANSEN, Executive Director

**Reference Number**: 1.2, Action

**Prepared By**: Douglas Remedios
Associate Governmental Program Analyst

**Published Date**: June 14, 2019

Subject: **Approval of Minutes for the May 15-16, 2019 Commission Meeting**

**Issue:**

Should the California Transportation Commission (Commission) approve the meeting minutes for the May 15-16, 2019 Commission meeting?

**Recommendation:**

Commission staff recommends that the Commission approve the meeting minutes for the May 15-16, 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: May 15-16, 2019 meeting minutes

# MINUTES

## CALIFORNIA TRANSPORTATION COMMISSION
## 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**

**Thursday, May 16, 2019**

**8:30 AM**

**Commission Meeting**
**Bahia Hotel**
**Mission Bay Ballroom E**
**998 W. Mission Bay Dr.**
**San Diego, CA 92109**

*"A" denotes an "Action" item; "I" denotes an "Information" item; "C" denotes a "Commission" item; "D" denotes a "Department" item; "F" de-notes 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 |

## ROLL CALL

| Commissioners | Attendance |
|---|---|
| Chair Fran Inman | Present |
| Commissioner Bob Alvarado | Present |
| Commissioner Yvonne Burke | Present |
| Commissioner Lucetta Dunn | Absent |
| Commissioner Jim Ghielmetti | Present |
| Commissioner Carl Guardino | Present |
| Commissioner Christine Kehoe | Present |
| Commissioner Joe Tavaglione | Present |
| 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 | Steve Vaus | I | R |

San Diego Association of Governments Chair and Poway Mayor Steve Vaus and Executive Director Hasan Ikhrata presented this informational item.

| Tab | Item Description | Ref# | Presenter | Type* | Agency* |
|---|---|---|---|---|---|
| 3 | Resolution of Necessity – Appearance (Written)<br>12-Ora-5-PM 13.0<br>Tesoro South Coast Company, LLC, a Delaware limited liability company<br>Resolution C-21704 | 2.4a. | Chris Traina<br>Mike Whiteside | A | D |

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

| Tab | Item Description | Ref# | Presenter | Type* | Agency* |
|---|---|---|---|---|---|
| 4 | Approval of Minutes for March 13-14, 2019 | 1.2 | Fran Inman | A | C |

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

| Tab | Item Description | Ref# | Presenter | Type* | Agency* |
|---|---|---|---|---|---|
| 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 |

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

| Tab | Item Description | Ref# | Presenter | Type* | Agency* |
|---|---|---|---|---|---|
| 6 | Commissioner Meetings for Compensation | 1.5 | Fran Inman | A | C |

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

## REPORTS

| Tab | Item Description | Ref# | Presenter | Type* | Agency* |
|---|---|---|---|---|---|
| 7 | Commission Executive Director | 1.3 | Susan Bransen | A | C |

Commission Executive Director Susan Bransen presented this informational item.

| Tab | Item Description | Ref# | Presenter | Type* | Agency* |
|---|---|---|---|---|---|
| 8 | Commissioner Reports | 1.4 | Fran Inman | A | C |

Chair Inman announced the formation of an Active Transportation Program Task Force consisting of Commissioners Ghielmetti, Guardino, Kehoe and Burke.

| Tab | Item Description | Ref# | Presenter | Type* | Agency* |
|---|---|---|---|---|---|
| 9 | 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* |
|---|---|---|---|---|---|
| 10 | 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* |
|---|---|---|---|---|---|
| 11 | 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* |
|---|---|---|---|---|---|
| 12 | 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* |
|---|---|---|---|---|---|
| 13 | Rural Counties Task Force Chair | 1.9 | Maura Twomey | I | R |

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

| Tab | Item Description | Ref# | Presenter | Type* | Agency* |
|---|---|---|---|---|---|
| 14 | 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* |
|---|---|---|---|---|---|
| 15 | The City of National City Active Transportation Program | 4.16 | Laurie Waters<br>Stephen Manganiello | I | C |

Commission Associate Deputy Director Laurie Waters and National City Public Works Director Stephen Manganiello presented this informational item.

| Tab | Item Description | Ref# | Presenter | Type* | Agency* |
|---|---|---|---|---|---|
| 16 | State and Federal Legislative Matters | 4.1 | Paul Golaszewski | A | C |

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

Speakers:

Luke McNeel-Caird – Placer County Transportation Planning Agency
Jonathan Matz – Safe Routes to Schools National Partnership
Wil Ridder – Los Angeles County Metropolitan Transportation Authority
Esther Rivera – California Walks
Dave Snyder – California Bicycle Coalition

*Changes to this item were listed on the pink "Changes to CTC Agenda" handout as follows:*
***State and Legislative Matters - YELLOW MEETING HADNOUT***

| Tab | Item Description | Ref# | Presenter | Type* | Agency* |
|---|---|---|---|---|---|
| 17 | Budget and Allocation Capacity | 4.2 | Paul Golaszewski<br>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* |
|---|---|---|---|---|---|
| 18 | 2020 STIP Fund Estimate – Final Assumptions | 4.6 | Paul Golaszewski<br>Clark Paulsen | A | D |

**Recommendation:** Approval with exception of the increase to the minor program reservation.
**Action Taken:** Approved of staff recommendation.
**Motion:** Ghielmetti **Second:** Alvarado **Recused:** None **Absent:** Dunn
**Vote result:** 8-0
**Ayes:** Alvarado, Burke, Ghielmetti, Guardino, Inman, Kehoe, Tavaglione, and Van Konynenburg
**Nays:** None
**Abstained:** None

| Tab | Item Description | Ref# | Presenter | Type* | Agency* |
|---|---|---|---|---|---|
| 19 | Overview of the Commission's Website Accessibility | 4.4 | Amy MacPherson<br>George Akiyama | I | C |

Commission Public Information Officer Amy MacPherson and Caltrans Deputy Director for Information Technology George Akiyama presented this informational item.

| Tab | Item Description | Ref# | Presenter | Type* | Agency* |
|---|---|---|---|---|---|
| 20 | Draft Aeronautics Capital Improvement Plan | 4.7 | Teri Anderson<br>Ron Bolyard | I | D |

Commission Associate Deputy Director Teri Anderson presented this informational item.

| Tab | Item Description | Ref# | Presenter | Type* | Agency* |
|---|---|---|---|---|---|
| 21 | Metropolitan Planning Organizations' Perspective on the Proposed Federal Safe Affordable Fuel-Efficient (SAFE) Vehicles Rule | 4.11 | Garth Hopkins<br>Hasan Ikhrata | I | C/R |

Commission Deputy Director Garth Hopkins and San Diego Association of Governments Executive Director Hasan Ikhrata presented this informational item.

Speakers:

James Corless – Sacramento Area Council of Governments

| Tab | Item Description | Ref# | Presenter | Type* | Agency* |
|---|---|---|---|---|---|
| 22 | Road Charge Technical Advisory Committee Update | 4.12 | Garth Hopkins | I | C |

Commission Deputy Director Garth Hopkins presented this informational item.

| Tab | Item Description | Ref# | Presenter | Type* | Agency* |
|---|---|---|---|---|---|
| 23 | Presentation of the Draft SHOPP Guidelines | 4.13 | Teri Anderson | I | C |

Commission Associate Deputy Director Teri Anderson presented this informational item.

Speakers:

Esther Rivera – California Walks
Dave Snyder – California Bicycle Coalition

| Tab | Item Description | Ref# | Presenter | Type* | Agency* |
|---|---|---|---|---|---|
| 24 | Caltrans Response to Commission Comments on the State Highway System Management Plan | 4.9 | Chris Traina<br>Michael Johnson | I | D |

Commission Deputy Director Chris Traina and Caltrans Deputy Director for Asset Management Michael Johnson presented this informational item.

| Tab | Item Description | Ref# | Presenter | Type* | Agency* |
|---|---|---|---|---|---|
| 25 | Draft Recommendations for the Local Bridge Seismic Retrofit Program | 4.14 | Chris Traina | I | C |

Commission Deputy Director Chris Traina presented this informational item.

*Changes to this item were listed on the pink "Changes to CTC Agenda" handout as follows:*
***Draft Recommendations for the Local Bridge Seismic Retrofit Program - YELLOW MEETING HANDOUT***

| Tab | Item Description | Ref# | Presenter | Type* | Agency* |
|---|---|---|---|---|---|
| 26 | Assembly Bill 1282 Transportation Permitting Task Force Update | 4.15 | Chris Traina<br>Christine Inouye<br>Bruce April | I | T |

Commission Deputy Director Chris Traina and Caltrans Assembly Bill 1282 Permitting Task Force Manager Bruce April presented this informational item.

# INFORMATION CALENDAR

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

This item was presented as part of the Information Calendar.

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

***Emergency G-11 Allocations (2.5f.(1):***

In the Book Item Attachment for 2.5f.(1) :

Project 17 (PPNO 05-2908/EA 1K570)- 05-SB-154 – Project ID **0518000223**

***Informational Reports on Allocations Under Delegated Authority (2.5f.(4):***

Revised the agenda to read as follows:

Minor G-05-16 Allocations (2.5f.(4): **$8,806,000** for **10** projects.

In the Book Item Attachment for 2.5f.(4), the following project has been pulled:

*Project 8 (EA 09-36980) 09-Mno-6 got $1,014,000* ***- WITHDRAWN PRIOR TO THE MEETING***

## 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. | | I | D |

This item was presented as part of the Information Calendar.

| Tab | Item Description | Ref# | Presenter | Type* | Agency* |
|---|---|---|---|---|---|
| 29 | Local Assistance STIP Projects, per Resolution G-13-07 | 3.2b. | | I | D |

This item was presented as part of the Information Calendar.

| Tab | Item Description | Ref# | Presenter | Type* | Agency* |
|---|---|---|---|---|---|
| 30 | Local Assistance ATP Projects, per Resolution G-15-04 | 3.2c. | | I | D |

This item was presented as part of the Information Calendar.

| Tab | Item Description | Ref# | Presenter | Type* | Agency* |
|---|---|---|---|---|---|
| 31 | Pre-Construction SHOPP Support Allocations, per Resolution G-06-08 | 3.3 | | I | D |

This item was presented as part of the Information Calendar.

| Tab | Item Description | Ref# | Presenter | Type* | Agency* |
|---|---|---|---|---|---|
| 32 | Quarterly Report – FY 18-19 – Third Quarter<br>Aeronautics – Acquisition and Development (A&D) and Airport Improvement Program (AIP) | 3.5 | | I | D |

This item was presented as part of the Information Calendar.

# CONSENT CALENDAR

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

| Tab | Item Description | Ref# | Presenter | Type* | Agency* |
|---|---|---|---|---|---|
| 33 | Approval of Projects for Future Consideration of Funding:<br><br>01-Lak-20, PM 5.10/5.80<br>Lake 20 Shoulders Project<br>Widen shoulders on a portion of State Route 20 in Lake County. (MND) (PPNO 4647) (SHOPP)<br>Resolution E-19-35<br>*(Related items under Ref. 2.1a(1) and 2.5b.(2).)*<br><br>04-Nap-29, PM 38.9/42.9<br>Bridge Preventative Maintenance and Scour Measures Project<br>Preform preventative maintenance on three existing bridges located on State Route 29 in Napa County. (MND) (PPNO 1483E) (SHOPP)<br>Resolution E-19-36<br>*(Related item under Ref. 2.5b.(2).)*<br><br>04-Sol-80, PM 34.48,<br>04-Sol-505, PM 0.21<br>Bridge Preventative Maintenance on Interstate 505 at Horse Creek Bridge and on Interstate 80 at McCune Creek Bridges<br>Preform preventative maintenance on three existing bridges on I-80 and I-505 in Solano County. (MND) (PPNO 0480N) (SHOPP)<br>Resolution E-19-37<br><br>05-SB-101, PM 45.5<br>Gaviota Culvert Replacement Project<br>Replace existing culvert located on US 101 in Santa Barbara County.<br>(MND) (PPNO 3330) (SHOPP)<br>Resolution E-19-38<br>*(Related item under Ref. 2.5b.(2).)*<br><br>07-LA-1, PM 37.67/62.86; 07-Ven-1, PM 0.00/0.92<br>State Route 1 Drainage Restoration and Bridge Replacement at Solstice Canyon Creek Project.<br>Construct roadway improvements and replace an existing bridge on a portion of State Route 1 in Los Angeles County. (MND) (PPNO 4846) (SHOPP)<br>Resolution E-19-39 | 2.2c.(1) | | A | D |

| Tab | Item Description | Ref# | Presenter | Type* | Agency* |
|---|---|---|---|---|---|
| 33 | Approval of Projects for Future Consideration of Funding:<br><br>08-Riv-15, PM 18.3/21.0<br>Interstate 15/Railroad Canyon Road Interchange Improvement Project<br>Construct Interchange improvements on I-15 at Railroad Canyon Road in Riverside County.<br>(MND) (PPNO 3004U) (STIP, SB1, Federal and Local)<br>Resolution E-19-40<br><br>08-Riv-95, PM 14.0/36.20<br>US-95 Rock Slope Protection and Culvert Replacement Project<br>Construct roadway and safety improvements on a portion of US 95 in Riverside County.<br>(ND) (PPNO 3002U) (SHOPP)<br>Resolution E-19-41<br>*(Related item under Ref. 2.5b.(2).)*<br><br>09-Mno-395, PM 30.7 & 36.5<br>Mono Winter Access Project<br>Construct pull-outs on a portion of US 395 in Mono County. (ND) (EA 37300) (SHOPP)<br>Resolution E-19-42<br><br>10-Tuo-49, PM 25.3<br>Tuttletown Pavement Widening Project<br>Construct curve correction on a portion of State Route 49 in Tuolumne County. (ND) (EA 1G651) (Minor A)<br>Resolution E-19-43 | 2.2c.(1) | | 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:*

***Approval of Projects for Future Consideration of Funding***

In the Book Item Attachment (Attachment 1) for 01-Lak-20, PM 5.10 /5.80, in the "Resolution, Paragraph 1.1", the project description should read as follows: • State Route 20 (SR 20) in **Lake County**. Widen shoulders on a portion of SR 20 near the town of Upper Lake.

| Tab | Item Description | Ref# | Presenter | Type* | Agency* |
|---|---|---|---|---|---|
| 34 | Approval of Project for Future Consideration of Funding<br>03 – Butte County<br>State Route 99 Corridor Bikeway – Phase 4 Project<br>Construct a Class 1 bicycle pathway.<br>(MND) (ATP) (PPNO 1023)<br>Resolution E-19-44 | 2.2c.(2) | | 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<br>08 – San Bernardino County<br>Ranchero Road Interchange Landscaping Project<br>Construct landscape improvements to mitigate interchange adverse impacts.<br>(MND) (EEM)<br>Resolution E-19-45<br>*(Related item under Ref. 2.5c.(9).)* | 2.2c.(3) | | 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<br>08 – San Bernardino County<br>Arrowhead Drive / Seventh Avenue Complete Streets Project<br>Construct vehicular, bicycle, pedestrian and transit improvements.<br>(MND) (ATP) (LSR) (PPNO 1237)<br>Resolution E-19-46 | 2.2c.(4) | | A | C |

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

| Tab | Item Description | Ref# | Presenter | Type* | Agency* |
|---|---|---|---|---|---|
| 37 | Approval of Project for Future Consideration of Funding<br>09 – Inyo County<br>Seibu to School Path Project<br>Construct a paved entrance.<br>(MND) (STIP) (PPNO 2569)<br>Resolution E-19-47<br>*(Related item under Ref. 2.5c.(3).)* | 2.2c.(5) | | A | C |

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

| Tab | Item Description | Ref# | Presenter | Type* | Agency* |
|---|---|---|---|---|---|
| 38 | Five Relinquishment Resolutions<br><br>03-Sut-99-PM 17.1/R20.1<br>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.<br>Resolution R-4022<br><br>03-Sut-70-PM 0.0/7.6<br>Right of way on and along State Route 70 from State Route 99 to Rio Oso Road, in the county of Sutter.<br>Resolution R-4023<br><br>03-But-70-PM 12.3/12.8<br>Right of way along State Route 70 on Pacific Heights Road, in the county of Butte.<br>Resolution R-4024<br><br>03-Nev-49-PM 1.9<br>Right of way along State Route 49 at Woodridge Drive, in the county of Nevada.<br>Resolution R-4025<br><br>10-Mer-165-PM 29.8<br>Right of way along State Route 165 at Westside Boulevard, in the county of Merced.<br>Resolution R-4026 | 2.3c. | | A | D |

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

| Tab | Item Description | Ref# | Presenter | Type* | Agency* |
|---|---|---|---|---|---|
| 39 | 30 Resolutions of Necessity<br>Resolutions C-21705 through C-21734 | 2.4b. | | 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:*

***25 Resolutions of Necessity –***

*Resolutions C-21705* ***through C-21707, Resolutions C-21709 through C-21717, Resolution C-21719, Resolution C-21721 and Resolution C-21723 through C-21730 and Resolutions C-21732*** *through C-21734*

*Resolution C-21708 (03-Nev-174-PM 3.34 – Parcel 36712-1, 2 – EA 4F3709) –* ***Withdrawn prior to the meeting***

*Resolution C-21718 (03-Sut-99-PM 40.4 – Parcel 37210-1 – EA 3F9909) –* ***Withdrawn prior to the meeting***

*Resolution C-21720 (03-Sut-99PM 40.8 – Parcel 37238-1 – EA 3F9909) –* ***Withdrawn prior to the meeting***

*Resolution C-21722 (03-Yub-20-PM-16.3 – Parcel 36862-1, 2, 3, 4, 5 – EA 1E0609) –* ***Withdrawn prior to the meeting***

*Resolution C-21731(10-SJ-99-M 31.0 Parcel 17007-1-EA 1C2809) –* ***Withdrawn prior to the meeting***

| Tab | Item Description | Ref# | Presenter | Type* | Agency* |
|---|---|---|---|---|---|
| 40 | Director's Deeds<br>Items 1 through 29<br>Excess Lands - Return to State: $13,744,860<br>Return to Others: $0 | 2.4d. | | A | D |

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

| Tab | Item Description | Ref# | Presenter | Type* | Agency* |
|---|---|---|---|---|---|
| 41 | Allocation Amendments- Proposition 1B TCIF Projects:<br>Request to deallocate a combined total of $1,418,000 from the following projects, due to savings at project close out:<br>• $624,000 from TCIF Project 37 – Orangethorpe Avenue Grade Separation project in Orange County. (PPNO 12-TC37) - *2.5g.(5a)*<br>Resolution TCIF-AA-1819-14,<br>Amending Resolution TCIF-AA-1819-08<br>• $139,000 from TCIF Project 50 – Clay Street Railroad Grade Separation project in Riverside County. (PPNO 08-1126) - *2.5g.(5b)*<br>Resolution TCIF-AA-1819-15,<br>Amending Resolution TCIF-A-1213-15<br>• $562,000 from TCIF Project 82 – Marina Bay Parkway Grade Separation project in Contra Costa County. (PPNO 04-2008A) - *2.5g.(5c)*<br>Resolution TCIF-AA-1819-16,<br>Amending Resolution TCIF-A-1112-05<br>• $93,000 from TCIF Project 100 – I-10/Tippecanoe Avenue Interchange Improvements project in San Bernardino County. (PPNO 08-0154D) - *2.5g.(5d)*<br>Resolution TCIF-AA-1819-17,<br>Amending Resolution TCIF-AA-1415-09 | 2.5g.(5) | | A | D |

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

| Tab | Item Description | Ref# | Presenter | Type* | Agency* |
|---|---|---|---|---|---|
| 42 | Amendment – STIP Transit Project<br>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.<br>(PPNO 4025)<br>Resolution MFP-18-09,<br>Amending Resolution MFP-17-05 | 2.6a.(1) | | A | D |

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

| Tab | Item Description | Ref# | Presenter | Type* | Agency* |
|---|---|---|---|---|---|
| 43 | Amendment – Multi Funded LPP & SCCP Project:<br>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.<br>(PPNO 1230)<br>Resolution LPP-A-1819-25,<br>Amending Resolution LPP-A-1819-08.<br>Resolution SCCP-A-1819-09,<br>Amending Resolution SCCP-A-1819-04 | 2.6s.(2) | | A | D |

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

| Tab | Item Description | Ref# | Presenter | Type* | Agency* |
|---|---|---|---|---|---|
| 44 | Allocation Amendments for Proposition 1B – Highway-Railroad Crossing Safety Account Projects:<br><br>Request to deallocate a combined total of $425,000 from the following projects due to savings at project close out:<br><br>• $7,00 from the North Spring Street Grade Separation project in Los Angeles County. (PPNO 75-Rail) 2.5g.(9a)<br>Resolution GS1B-AA-1819-01,<br>Amending Resolution GS1B-A-1112-005<br><br>• $135,000 from the San Mateo Bridge Grade Separation Phase II project in San Mateo County. (PPNO 75-Rail) - 2.5g.(9b)<br>Resolution GS1B-AA-1819-02,<br>Amending Resolution GS1B-A-1314-03<br><br>• $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)<br>Resolution GS1B-AA-1819-03,<br>Amending Resolution GS1B-A-1213-01<br><br>• $29,000 from the Moorpark Avenue Grade Crossing Improvement project in Ventura County. (PPNO 75-Rail) - 2.5g.(9d)<br>Resolution GS1B-AA-1819-04,<br>Amending Resolution GS1B-A-1314-04. | 2.5g.(9) | | 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:*

***Allocation Amendments for Proposition 1B Highway – Railroad Crossing Safety Account Projects:***

Revised the agenda for 2.5g.(9a) to read as follows: **$7,000** from the North Spring Street Grade Separation project in Los Angeles County (PPNO 75-Rail) 2.5g.9a - The Book Item is correct.

## END OF CONSENT CALENDAR

## Environmental Matters

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

Item was withdrawn prior to the meeting.

## Right of Way

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

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

## PROGRAM UPDATES

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

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

### 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)<br>Resolution FP-18-71 | 2.5d.(2) | Chris Traina<br>Tim Gubbins | A | D |

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

*Changes to this item were listed on the pink "Changes to CTC Agenda" handout as follows:*
***Project w/ Costs Higher than the Programmed Amount - PINK MEETING HANDOUT - (Attachment only)***
State Route 1 in Monterey & Santa Cruz Counties:
In the Book Item, on page 3, under "Financial Resolution", revise to read as:
"Resolved, that $4,742,000 be allocated from the Budget Act of 2018, Budget Act Items 2662-302-0042 and 2660-302-0890 **for construction and $1,255,000 from** Non-Budget Act Items 2660-001-0042 and 2660-001-0890 **for construction support,** to provide funds to advertise SHOPP Roadside Safety Improvements project on State Route 1 in Monterey and Santa Cruz Counties".

**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)<br>Resolution FA-18-41 | 2.5e.(1) | Chris Traina<br>Sharri Bender Ehlert | A | D |

**Recommendation:** Approval with the condition that any future cost increases will not be paid out of the SHOPP funds.
**Action Taken:** Approved
**Motion:** Ghielmetti **Second:** Guardino **Recused:** None **Absent:** Dunn
**Vote result:** 8-0
**Ayes:** Alvarado, Burke, Ghielmetti, Guardino, Inman, Kehoe, Tavaglione, and Van Konynenburg
**Nays:** None
**Abstained:** None

*Changes to this item were listed on the pink "Changes to CTC Agenda" handout as follows:*
***Supplemental Funds Request – Complete Construction - PINK MEETING HANDOUT - (Attachment only)***
SR 99 & 58 in Kern County (PPNO 6891)

**Senate Bill 1 Program**

| Tab | Item Description | Ref# | Presenter | Type* | Agency* |
|---|---|---|---|---|---|
| 50 | SB1 Baseline Agreements<br>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 |

Commission Associate Deputy Director Dawn Cheser presented this informational item.

| Tab | Item Description | Ref# | Presenter | Type* | Agency* |
|---|---|---|---|---|---|
| 51 | Amendment to the 2019 Local Partnership Formulaic Program.<br>Resolution G-19-11, Amending Resolution G-19-02 | 4.19 | Christine Gordon | A | C |

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

**SHOPP Program**

| Tab | Item Description | Ref# | Presenter | Type* | Agency* |
|---|---|---|---|---|---|
| 52 | Amendment - Major Damage Restoration Reserve<br>Request for an additional $100,000,000, from $540,000,000 to $640,000,000, for the FY 18-19 Major Damage Restoration Reserve.<br>Resolution G-19-09, Amending Resolution G-19-03 | 4.10 | Chris Traina<br>Dennis Agar | A | D |

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

| Tab | Item Description | Ref# | Presenter | Type* | Agency* |
|---|---|---|---|---|---|
| 53 | State Highway Operation and Protection Program - (SHOPP) 6 Baseline Agreements for Approval.<br>Resolution SHOPP-P-1819-12B<br>*(Related item under Ref. 2.5b.(2).)* | 4.17 | Teri Anderson | A | C |

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

| Tab | Item Description | Ref# | Presenter | Type* | Agency* |
|---|---|---|---|---|---|
| 54 | SHOPP Amendments for Approval:<br>Request to:<br>--Add 27 new projects into the 2018 SHOPP.<br>--Revise 83 projects currently programmed in the 2018 SHOPP.<br>--Develop 2 Long Lead projects and delete 1 Long Lead project.<br>SHOPP Amendment 18H-009<br>*(Related item under Ref. 2.5b.(2).)* | 2.1a.(1) | Teri Anderson<br>Bruce De Terra | A | D |

**Recommendation:** Approval as revised
**Action Taken:** Approved
**Motion:** Guardino **Second:** Alvarado **Recused:** None **Absent:** Dunn
**Vote result:** 8-0
**Ayes:** Alvarado, Burke, Ghielmetti, Guardino, Inman, Kehoe, Tavaglione, 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 for Approval***
Update Agenda as follows:
Revise **81** projects currently programmed in the 2018 SHOPP
In Attachment 1, revise the following:
Project 16 (PPNO 05-2908/EA 1K570)- 05-SB-154 – Project ID **05180000223**
In Attachment 3, the following projects have been pulled:
Project 3 (PPNO 01-2375M/EA 0C971) 01-Hum-101 - ***Withdrawn prior to the meeting***.
Project 4 (PPNO 01-2376M/EA 0E001) 01-Hum-101 - ***Withdrawn prior to the meeting***

## STIP Program

| Tab | Item Description | Ref# | Presenter | Type* | Agency* |
|---|---|---|---|---|---|
| 55 | Amendment for Approval:<br>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.<br>STIP Amendment 18S-13 | 2.1a.(2) | Teresa Favila<br>Bruce De Terra | A | D |

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

| Tab | Item Description | Ref# | Presenter | Type* | Agency* |
|---|---|---|---|---|---|
| 56 | Amendment for Notice:<br>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)<br>STIP Amendment 18S-17 | 2.1b.(1) | Teresa Favila<br>Bruce De Terra | I | D |

Commission Associate Deputy Director Teresa Favila presented this informational item.

| Tab | Item Description | Ref# | Presenter | Type* | Agency* |
|---|---|---|---|---|---|
| 57 | Amendment for Notice:<br>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)<br>STIP Amendment 18S-18 | 2.1b.(2) | Teresa Favila<br>Bruce De Terra | I | D |

Commission Associate Deputy Director Teresa Favila presented this informational item.

| Tab | Item Description | Ref# | Presenter | Type* | Agency* |
|---|---|---|---|---|---|
| 58 | Amendment for Notice:<br>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)<br>STIP Amendment 18S-19 | 2.1b.(3) | Teresa Favila<br>Bruce De Terra | I | D |

Commission Associate Deputy Director Teresa Favila presented this informational item.

**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.<br>Resolution G-19-12 | 4.21 | Laurie Waters | A | C |

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

*Changes to this item were listed on the pink "Changes to CTC Agenda" handout as follows:*
***Adoption of the 2019 ATP – MPO Component - PINK REPLACMENT ITEM - (Attachment B only)***

| Tab | Item Description | Ref# | Presenter | Type* | Agency* |
|---|---|---|---|---|---|
| 60 | ATP Amendment for Approval:<br>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)<br>Resolution ATP-A-18-10 | 4.22 | Laurie Waters | A | C |

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

| Tab | Item Description | Ref# | Presenter | Type* | Agency* |
|---|---|---|---|---|---|
| 61 | ATP Amendment for Approval:<br>2017 Active Transportation Program project amendment for the Kern County Public Works' Rosamond Boulevard Pedestrian Path Project for a funding distribution change. (PPNO 2663)<br>Resolution ATP-A-18-11 | 4.23 | Laurie Waters | A | C |

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

| Tab | Item Description | Ref# | Presenter | Type* | Agency* |
|---|---|---|---|---|---|
| 62 | ATP Amendment for Approval:<br>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)<br>Resolution ATP-A-18-12 | 4.24 | Laurie Waters | A | C |

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

| Tab | Item Description | Ref# | Presenter | Type* | Agency* |
|---|---|---|---|---|---|
| 63 | ATP –Scope Change for Approval<br>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)<br>Resolution ATP-A-18-13 | 4.25 | Laurie Waters<br>Rihui Zhang | A | D |

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

**Transit and Intercity Rail Capital (TIRCP) Program**

| Tab | Item Description | Ref# | Presenter | Type* | Agency* |
|---|---|---|---|---|---|
| 64 | Amendment – TIRCP Project<br>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)<br>Resolution TIRCP-1819-10<br>Amending Resolution TIRCP-1617-05 | 2.6g.(2) | Teresa Favila<br>Ronald Sheppard | A | D |

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

**Proposition 1B Program**

| Tab | Item Description | Ref# | Presenter | Type* | Agency* |
|---|---|---|---|---|---|
| 65 | Trade Corridor Improvement Fund (TCIF) Program<br>Amendment to revise the Interstate 5 Improvement Project - Segment 1 in Orange County.<br>Resolution TCIF-P-1819-06 | 4.27 | Dawn Cheser | A | C |

Items 65 and 66 were taken together.

**Recommendation:** Approval
**Action Taken:** Approved
**Motion:** Ghielmetti **Second:** Alvarado **Recused:** None **Absent:** Dunn, Kehoe, and Tavaglione
**Vote result:** 6-0
**Ayes:** Alvarado, Burke, Ghielmetti, Guardino, Inman, and Van Konynenburg
**Nays:** None
**Abstained:** None

| Tab | Item Description | Ref# | Presenter | Type* | Agency* |
|---|---|---|---|---|---|
| 66 | TCIF – Baseline Amendment<br>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)<br>Resolution TCIF-P-1819-08<br>Amending Resolution TCIF-P-1819-03 | 2.1c.(5) | Dawn Cheser<br>Bruce De Terra | A | D |

Items 65 and 66 were taken together.

**Recommendation:** Approval
**Action Taken:** Approved
**Motion:** Ghielmetti **Second:** Alvarado **Recused:** None **Absent:** Dunn, Kehoe, and Tavaglione
**Vote result:** 6-0
**Ayes:** Alvarado, Burke, Ghielmetti, Guardino, Inman, and Van Konynenburg
**Nays:** None
**Abstained:** None

| Tab | Item Description | Ref# | Presenter | Type* | Agency* |
|---|---|---|---|---|---|
| 67 | TCIF – Baseline Agreement<br>Approve the Baseline Agreement for the State Route 60 Archibald Interchange Improvement Project in San Bernardino County.<br>Resolution TCIF-P-1819-07B | 4.26 | Dawn Cheser | A | C |

**Recommendation:** Approval
**Action Taken:** Approved
**Motion:** Alvarado **Second:** Van Konynenburg **Recused:** None **Absent:** Dunn, Kehoe, and Tavaglione
**Vote result:** 6-0
**Ayes:** Alvarado, Burke, Ghielmetti, Guardino, Inman, and Van Konynenburg
**Nays:** None
**Abstained:** None

| Tab | Item Description | Ref# | Presenter | Type* | Agency* |
|---|---|---|---|---|---|
| 68 | Adoption of the Trade Corridor Improvement Fund Close-Out Policy.<br>Resolution TCIF-P-1819-09 | 4.28 | Dawn Cheser | A | C |

**Recommendation:** Approval
**Action Taken:** Approved
**Motion:** Van Konynenburg **Second:** Burke **Recused:** None **Absent:** Dunn, Kehoe, and Tavaglione
**Vote result:** 6-0
**Ayes:** Alvarado, Burke, Ghielmetti, Guardino, Inman, and Van Konynenburg
**Nays:** None
**Abstained:** None

# ALLOCATIONS

## SHOPP Allocations

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

Items 69 and 70 were taken together.

**Recommendation:** Approval
**Action Taken:** Approved
**Motion:** Ghielmetti **Second:** Alvarado **Recused:** None **Absent:** Dunn, Kehoe, and Tavaglione
**Vote result:** 6-0
**Ayes:** Alvarado, Burke, Ghielmetti, Guardino, Inman, and Van Konynenburg
**Nays:** None
**Abstained:** None

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

***SHOPP Project Allocations***

In the Book Item Attachment, revise the following:

Project 14 (PPNO 08-3009F/EA 1J060)- 08-SBd-210 – Adjust the funding splits as shown below

2017-18
802-3290 RMRA $8,915,000
2018-19
302-0890 FTF $29,831,000

| Tab | Item Description | Ref# | Presenter | Type* | Agency* |
|---|---|---|---|---|---|
| 70 | Request of $6,266,000 for two SHOPP projects.<br>Resolution FP-18-73 | 2.5b.(4) | Teri Anderson<br>Bruce De Terra | A | D |

Items 69 and 70 were taken together.

**Recommendation:** Approval
**Action Taken:** Approved
**Motion:** Ghielmetti **Second:** Alvarado **Recused:** None **Absent:** Dunn, Kehoe, and Tavaglione
**Vote result:** 6-0
**Ayes:** Alvarado, Burke, Ghielmetti, Guardino, Inman, and Van Konynenburg
**Nays:** None
**Abstained:** None

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

***SHOPP Project Allocations***

In the Book Item Attachment – revise the following:

Project 2 (PPNO 4714/EA 30410) – the "postmiles" should be **R14.1/R15.2**; the project description should read as follows:
**In Bellflower, from Downey Avenue to 0.1 mile east of Clark Avenue**.

## 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.<br>(PPNO 1237)<br>Resolution FP-18-72 | 2.5b.(3) | Teri Anderson<br>Bruce De Terra | A | D |

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

## 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.<br>Resolution FP-18-64<br>*(Related items under Ref. 2.1a.(1), 2.2c.(1), and 4.17)* | 2.5b.(2) | Teri Anderson<br>Bruce De Terra | A | D |

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

## 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.<br>Resolution FP-18-65<br>*(Related item under Ref. 2.5b.(1).)* | 2.5c.(2) | Teresa Favila<br>Bruce De Terra | A | D |

**Recommendation:** Approval
**Action Taken:** Approved
**Motion:** Alvarado **Second:** Kehoe **Recused:** None **Absent:** Dunn and Tavaglione
**Vote result:** 7-0
**Ayes:** Alvarado, Burke, 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:*

***STIP Project Allocations – Locally Administered/On System***

In the Book Item Attachment:

Project 2 (PPNO 2015H)- San Clara Valley Transportation Authority - Add "**APDE**" to the project description of the vote box

| Tab | Item Description | Ref# | Presenter | Type* | Agency* |
|---|---|---|---|---|---|
| 74 | Request of $4,010,000 for 10 locally-administered STIP projects, off the State Highway System. Resolution FP-18-66 *(Related item under Ref. 2.2c.(5).)* | 2.5c.(3) | Teresa Favila<br>Bruce De Terra | A | D |

**Recommendation:** Approval
**Action Taken:** Approved
**Motion:** Ghielmetti **Second:** Kehoe **Recused:** None **Absent:** Dunn and Tavaglione
**Vote result:** 7-0
**Ayes:** Alvarado, Burke, 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:*
***STIP Project Allocations – Locally Administered/Off System***
In the Book Item Attachment:

Project 1 (PPNO 2510)- City of Blue Lake - Add "**APDE**" to the project description of the vote box
Project 5 (PPNO 2569) – City of Bishop – Revise the following in the vote box "Time Extension for FY 17-18 CON expires on **4/30/2019**.
Project 6 (PPNO 2605) – Mono County – Add the following to the vote box "**(Additional $500,000 from Mono County shares.)"**

**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<br>Bruce De Terra | A | D |

No action was taken on this item.

| Tab | Item Description | Ref# | Presenter | Type* | Agency* |
|---|---|---|---|---|---|
| 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<br>Bruce De Terra | A | D |

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

## 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.<br>(PPNO 02-3743)<br>Resolution FP-18-69 | 2.5c.(10) | Teresa Favila<br>Bruce De Terra | A | D |

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

## 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.<br>Resolution FP-18-74<br>*(Related Item under Ref. 2.2c.(3).)* | 2.5c.(9) | Christine Gordon | A | C |

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

## 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.<br>Resolution LPP-A-1819-23 | 2.5s.(3) | Christine Gordon<br>Rihui Zhang | A | D |

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

**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.<br>Resolution LPP-A-1819-24 | 2.5s.(4) | Christine Gordon<br>Rihui Zhang | A | D |

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

**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)<br>Resolution TCEP-A-1819-10 | 2.5s.(5) | Dawn Cheser<br>Bruce De Terra | A | D |

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

**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 (FITS) rail project, in Alameda County. (PPNO 04-T0003)<br>Resolution TCEP-A-1819-11 | 2.6s.(1) | Dawn Cheser<br>Ron Sheppard | A | D |

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

**Active Transportation Program (ATP) Allocations**

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

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

**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.<br>Resolution FATP-1819-12 | 2.5w.(2) | Laurie Waters<br>Rihui Zhang | A | D |

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

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

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

**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.<br>Resolution MFP-18-10 | 2.6d. | Teresa Favila<br>Ron Sheppard | A | D |

No action was taken on this item.

**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)<br>Resolution TIRCP-1819-09 | 2.6g.(1) | Teresa Favila<br>Ron Sheppard | A | D |

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

## 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.<br>Waiver 19-16 | 2.8a.(2) | Teresa Favila<br>Rihui Zhang | A | D |

**Recommendation:** Approval as revised and as shown on the staff recommendations table.
**Action Taken:** Approved
**Motion:** Alvarado **Second:** Burke **Recused:** None **Absent:** Dunn and Tavaglione
**Vote result:** 7-0
**Ayes:** Alvarado, Burke, 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:*
***Project Allocation Time Extension for 4 STIP Projects off System - YELLOW REPLACEMENT ITEM***

| Tab | Item Description | Ref# | Presenter | Type* | Agency* |
|---|---|---|---|---|---|
| 89 | Request to extend the period of allocation for 48 ATP projects, per ATP Guidelines.<br>Waiver 19-17 | 2.8a.(3) | Laurie Waters<br>Rihui Zhang | A | D |

**Recommendation:** Approval as revised and as shown on the staff recommendations table.
**Action Taken:** Approved
**Motion:** Alvarado **Second:** Ghielmetti **Recused:** None **Absent:** Dunn and Tavaglione
**Vote result:** 7-0
**Ayes:** Alvarado, Burke, 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:*
***Project Allocation Time Extension for 48 ATP Project -*** In the Book Item Attachment, on page 40, Project 39 (PPNO 1236) – Revised the "Applicant" as follows: **San Bernardino County** in the Yellow Staff Recommendation Spreadsheet, for Tab 89/Ref. # 2.8a.(3), Project 21

| Tab | Item Description | Ref# | Presenter | Type* | Agency* |
|---|---|---|---|---|---|
| 90 | Request to extend the period of allocation for eight LPP projects, per LPP Guidelines.<br>Waiver 19-18 | 2.8a.(4) | Christine Gordon<br>Rihui Zhang | A | D |

**Recommendation:** Approval as shown on the staff recommendations table.
**Action Taken:** Approved
**Motion:** Alvarado **Second:** Ghielmetti **Recused:** None **Absent:** Dunn and Tavaglione
**Vote result:** 7-0
**Ayes:** Alvarado, Burke, Ghielmetti, Guardino, Inman, Kehoe, and Van Konynenburg
**Nays:** None
**Abstained:** None

| Tab | Item Description | Ref# | Presenter | Type* | Agency* |
|---|---|---|---|---|---|
| 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)<br>Waiver 19-19 | 2.8a.(5) | Teresa Favila<br>Bruce De Terra | A | D |

**Recommendation:** Approval as shown on the staff recommendations table.
**Action Taken:** Approved
**Motion:** Burke **Second:** Alvarado **Recused:** None **Absent:** Dunn and Tavaglione
**Vote result:** 7-0
**Ayes:** Alvarado, Burke, Ghielmetti, Guardino, Inman, Kehoe, and Van Konynenburg
**Nays:** None
**Abstained:** None

**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)<br>Waiver 19-21 | 2.8b.(2) | Teresa Favila<br>Rihui Zhang | A | D |

**Recommendation:** Approval as shown on the staff recommendations table.
**Action Taken:** Approved
**Motion:** Van Konynenburg **Second:** Alvarado **Recused:** None **Absent:** Dunn and Tavaglione
**Vote result:** 7-0
**Ayes:** Alvarado, Burke, 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:*
***Contract Award Time Extension – STIP - Waterfront Drive - YELLOW REPLACEMENT ITEM***
(PPNO 0302D)

| Tab | Item Description | Ref# | Presenter | Type* | Agency* |
|---|---|---|---|---|---|
| 93 | Request to extend the period of contract award for the BART Station Modernization Program – 19th Street BART Station project in Alameda County, per STIP Guidelines. (PPNO 2010C)<br>Waiver 19-22 | 2.8b.(3) | Teresa Favila<br>Ron Sheppard | A | D |

**Recommendation:** Approval as shown on the staff recommendations table.
**Action Taken:** Approved of a 20-month extension
**Motion:** Ghielmetti **Second:** Alvarado **Recused:** None **Absent:** Dunn and Tavaglione
**Vote result:** 7-0
**Ayes:** Alvarado, Burke, Ghielmetti, Guardino, Inman, Kehoe, and Van Konynenburg
**Nays:** None
**Abstained:** None

| Tab | Item Description | Ref# | Presenter | Type* | Agency* |
|---|---|---|---|---|---|
| 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)<br>Waiver 19-23 | 2.8b.(4) | Christine Gordon<br>Ron Sheppard | A | D |

Items 94 and 95 were taken together.

**Recommendation:** Approval as shown on the staff recommendations table.
**Action Taken:** Approved
**Motion:** Van Konynenburg **Second:** Alvarado **Recused:** None **Absent:** Dunn and Tavaglione
**Vote result:** 7-0
**Ayes:** Alvarado, Burke, Ghielmetti, Guardino, Inman, Kehoe, and Van Konynenburg
**Nays:** None
**Abstained:** None

| Tab | Item Description | Ref# | Presenter | Type* | Agency* |
|---|---|---|---|---|---|
| 95 | Request to extend the period of contract award for the Customer Service Center Rehabilitation project in Alameda County, per LPP Guidelines. (PPNO 2320A)<br>Waiver 19-24 | 2.8b.(5) | Christine Gordon<br>Ron Sheppard | A | D |

Items 94 and 95 were taken together.

**Recommendation:** Approval as shown on the staff recommendations table.
**Action Taken:** Approved
**Motion:** Van Konynenburg **Second:** Alvarado **Recused:** None **Absent:** Dunn and Tavaglione
**Vote result:** 7-0
**Ayes:** Alvarado, Burke, Ghielmetti, Guardino, Inman, Kehoe, and Van Konynenburg
**Nays:** None
**Abstained:** None

**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)<br>Waiver 19-26 | 2.8c.(1) | Teresa Favila<br>Ron Sheppard | A | D |

**Recommendation:** Approval as shown on the staff recommendations table.
**Action Taken:** Approved
**Motion:** Alvarado **Second:** Kehoe **Recused:** None **Absent:** Dunn and Tavaglione
**Vote result:** 7-0
**Ayes:** Alvarado, Burke, Ghielmetti, Guardino, Inman, Kehoe, and Van Konynenburg
**Nays:** None
**Abstained:** None

| Tab | Item Description | Ref# | Presenter | Type* | Agency* |
|---|---|---|---|---|---|
| 97 | Request to extend the period of project completion for two ATP projects, per ATP Guidelines.<br>Waiver 19-27 | 2.8c.(2) | Laurie Waters<br>Rihui Zhang | A | D |

**Recommendation:** Approval as shown on the staff recommendations table.
**Action Taken:** Approved
**Motion:** Alvarado **Second:** Kehoe **Recused:** None **Absent:** Dunn and Tavaglione
**Vote result:** 7-0
**Ayes:** Alvarado, Burke, Ghielmetti, Guardino, Inman, Kehoe, and Van Konynenburg
**Nays:** None
**Abstained:** None

**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.<br>Waiver 19-28 | 2.8d. | Laurie Waters<br>Rihui Zhang | A | D |

**Recommendation:** Approval as shown on the staff recommendations table.
**Action Taken:** Approved
**Motion:** Burke **Second:** Van Konynenburg **Recused:** None **Absent:** Dunn and Tavaglione
**Vote result:** 7-0
**Ayes:** Alvarado, Burke, Ghielmetti, Guardino, Inman, Kehoe, and Van Konynenburg
**Nays:** None
**Abstained:** None

## Other Matters/Public Comment

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

No public comments were provided

## Adjourn

Meeting adjourned in honor of Brian Annis.

_____

**Susan Bransen, Executive Director**

_____

**Date**

# Memorandum

**To**: CHAIR AND COMMISSIONERS **CTC Meeting**: June 26-27, 2019

**From**: SUSAN BRANSEN, Executive Director

**Reference Number**: 1.13, Action

**Prepared By**: Douglas Remedios
Associate Governmental Program Analyst

**Published Date**: June 14, 2019

Subject: **Approval of Minutes for May 16, 2019 Joint California Transportation Commission and California Air Resources Board Public Workshop on Potential Impacts of Federal Vehicle Standards Rollback**

## Issue:

Should the California Transportation Commission (Commission) approve the minutes for the May 16, 2019 Joint California Transportation Commission and California Air Resources Board (Board) Public Workshop on Potential Impacts of Federal Vehicle Standards Rollback?

## Recommendation:

Commission staff recommends that the Commission approve the minutes for the May 16, 2019 Joint Commission and Board Public Workshop.

## 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: Minutes for May 16, 2019 Joint California Transportation Commission and California Air Resources Board Public Workshop on Potential Impacts of Federal Vehicle Standards Rollback

# Minutes for the Joint California Transportation Commission and California Air Resources Board Public Workshop on Potential Impacts of Federal Vehicle Standards Rollback

**Thursday, May 16, 2019**
**Upon Adjournment of the California Transportation Commission Meeting**
Bahia Hotel, Bayside Room E
998 W Mission Bay Drive
San Diego, CA 92109

**For a detailed review of this meeting please view the archived video recording at:**
http://ctc.dot.ca.gov/webcast/ctc/vod_ctc.asp

** "I" denotes an Information Item*

| # | Agenda Item | Presenter | Type* |
|---|---|---|---|
| 1 | **Welcome, Meeting Purpose & Opening Remarks**<br>(10 minutes) | **Fran Inman**, Chair, California Transportation Commission<br>**Mary Nichols**, Chair, California Air Resources Board | I |

California Transportation Commission Chair Fran Inman and California Air Resources Board Chair Mary Nichols presented this informational item.

| | | | |
|---|---|---|---|
| 2 | **California State Transportation Agency Remarks** | **Brian Annis**, Secretary, California State Transportation Agency | I |

Secretary of Transportation Brian Annis presented this informational item.

| | | | |
|---|---|---|---|
| 3 | **California Business, Consumer Services, and Housing Agency Remarks** | **Melinda Grant**, Undersecretary, California Business, Consumer Services, and Housing Agency | I |

Undersecretary for Business, Consumer Services and Housing Agency Melinda Grant presented this informational item.

| | | | |
|---|---|---|---|
| 4 | **Overview of Safe Affordable Fuel-Efficient (SAFE) Vehicles Rule**<br>• California's Response, Actions to Date<br>• State and Local Air Quality Impacts<br>• State and Local Public Health Impacts | **Jennifer Gress**, California Air Resources Board<br>**Erik White**, California Air Pollution Control Officers Association | I |

California Air Resources Board's Division Chief for Emissions Compliance, Automotive Regulations, and Science Jennifer Gress and California Air Pollution Control Officer's Association President Erik White presented this informational item.

| | | | |
|---|---|---|---|
| 5 | **Overview**<br>• Regional Transportation Plans<br>• Air Quality Conformity | **Tanisha Taylor**, California Association of Councils of Governments | I |

California Association of Councils of Governments Director of Sustainability Tanisha Taylor presented this informational item.

| | | | |
|---|---|---|---|
| 6 | **Caltrans and Regional Perspective – Impacts to Regional Transportation Plan/Sustainable Communities Strategy Implementation**<br>• Highway and Transit<br>• Housing<br>• Economic Impacts | **Darin Chidsey**, Southern California Association of Governments<br>**Andy Chesley**, San Joaquin Council of Governments<br>**Ross McKeown**, Metropolitan Transportation Commission<br>**Chris Schmidt**, California Department of Transportation | **I** |

Southern California Association of Governments Chief Operating Officer Darin Chidsey, San Joaquin Council of Governments Executive Director Andy Chesley, Metropolitan Transportation Commission's Principal for Programming and Allocations Kenneth Kao, and California Department of Transportation's Chris Schmidt presented this informational item.

| | | | |
|---|---|---|---|
| 7 | **National Perspective – Impacts to Other States** | **Miles Keogh**, National Association of Clean Air Agencies | **I** |

National Association of Clean Air Agencies Executive Director Miles Keogh presented this informational item.

| | | | |
|---|---|---|---|
| 8 | **Next Steps** | **Jennifer Gress**, California Air Resources Board<br>**Chris Schmidt**, California Department of Transportation<br>**Tanisha Taylor**, California Association of Councils of Governments | **I** |

California Air Resources Board's Division Chief for Emissions Compliance, Automotive Regulations, and Science Jennifer Gress, California Department of Transportation's Chris Schmidt, and California Association of Councils of Governments Director of Sustainability Tanisha Taylor presented this informational item.

| | | | |
|---|---|---|---|
| 9 | **Public Comment** | | |

Public comment provided by:

Karl Aldinger – Sunrise Movement – San Diego
Brian Tomasvic – South Coast Air Quality Management District
Gretchen Newsome – International Brotherhood of Electrical Workers Local 569
Simon Mui – Natural Resources Defense Council
Jack Shu – Cleveland National Forest Foundation
Tom Jordan – San Joaquin Valley Air Pollution Control District
Katherine Garcia – Sierra Club California
Nilmini Silva-Send – Energy Policy Initiatives Center, University of San Diego
Kiana Valentine – Transportation California
Janice Reynoso – Mothers Out Front
Jacqueline Zenona Reynoso Marquez – Mothers Out Front
Maleeka Marsden – Climate Action Campaign
Patricia Chen – Los Angeles Metropolitan Transportation Authority
Joyce Lane – San Diego 350 and Bay Area 350

| | | | |
|---|---|---|---|
| 10 | **Wrap-Up and Conclusion** | **Fran Inman** California Transportation Commission<br>**Mary Nichols**, California Air Resources Board | **I** |

California Transportation Commission Chair Fran Inman and California Air Resources Board Chair Mary Nichols presented this informational item.

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**Susan Bransen, Executive Director**

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**Date**

# Memorandum

**To**: CHAIR AND COMMISSIONERS **CTC Meeting**: June 26-27, 2019

**From**: SUSAN BRANSEN, Executive Director

**Reference Number**: 1.5, Action

**Prepared By**: Douglas Remedios
Associate Governmental Program Analyst

**Published Date**: June 14, 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 – April 2019 (Attachment A)

## 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 – April 2019

Attachment A

# MEETINGS FOR COMPENSATION

## April 2019

## Regular Commission Meeting Activities:

April 9 – Joint Commission and Air Resources Board meeting in Sacramento (Commissioners Ghielmetti and Tavaglione were absent. All other Commissioners attended all or part of the meeting)

**Bob Alvarado**

April 10 – Attended the North State Super Region Town Hall Meeting. Chico
April 16 – Teleconference with Commission and Caltrans Staff Re: Antlers Bridge. Oakland

**Yvonne Burke**

No meetings reported at this time.

**Lucetta Dunn**

No meetings reported at this time.

**James Ghielmetti**

April 1 – Teleconference with Stephanie Parks and Deanna Spehn Re: Transportation Issues. Pleasanton
April 16 – Teleconference with Commission and Caltrans Staff Re: Antlers Bridge. Pleasanton
April 17 – Meeting with Art Dao Re: Local Alternative Transportation Improvement Program for State Route 84. Pleasanton
April 29 – Teleconference with Commission Staff Re: Briefing on Potential Impacts of Federal Vehicle Standards Rollback. Pleasanton

**Carl Guardino**

April 3 – Teleconference with Commission Staff Re: Preparation for Meeting with the Bay Area Caucus. San Jose
April 5 – Teleconference with Commissioner Alvarado Re: Active Transportation Program. San Jose
April 7 – Teleconference with Commissioner Ghielmetti Re: Active Transportation Program. San Jose
April 10 – Attended the North State Super Region Town Hall Meeting. Chico
April 24 – Meeting with Aaron Peskin Re: Bay Area Transportation Funding Needs. San Francisco
April 25 – Meeting with Senator Beall, Sam Liccardo, and Nuria Fernandez Re: Inter-City Rail and High Speed Rail. San Jose

April 27 – Meeting with Dave Cortese Re: Eastridge Light Rail Extension. Saratoga
April 29 – Teleconference with Commission Staff Re: Briefing on Potential Impacts of Federal Vehicle Standards Rollback. San Jose

**Fran Inman**

April 1 – Teleconference with Susan Bransen Re: Joint Commission and Air Resources Board Meeting. City of Industry
April 3 – Participated on the Assembly Bill 1282 Task Force Conference Call. City of Industry.
April 4 – Meeting with the ETC Council and Task Force Re: Enabling Mission Participation. Sonoma
April 5 – Participated on the California Freight Advisory Committee Teleconference. City of Industry.
April 8 – Meeting with Commission Staff Re: Briefing for the Joint Commission and Air Resources Board Meeting. City of Industry
April 10 – Attended the North State Super Region Town Hall Meeting. Chico
April 11 – Teleconference with John Bulinski Re: State Routes 210 and 134 Lighting Concerns. City of Industry
April 17 – Teleconference with Bill Higgins, Tanisha Taylor and Commission Staff Re: Briefing on Potential Impacts of Federal Vehicle Standards Rollback. City of Industry.
April 24 – Participated on a Panel on Infrastructure with Congress Member Rouda. Fountain Valley
April 25 – Attended Caltrans Fallen Workers Memorial. Sacramento
April 26 – Participated on a Panel on the State of Freight for the Inland Empire Economic Partnership. Pomona
April 29 – Teleconference with Commission Staff Re: Briefing on Potential Impacts of Federal Vehicle Standards Rollback. City of Industry

**Christine Kehoe**

No meetings reported at this time.

**Joseph Tavaglione**

No meetings reported at this time.

**Paul Van Konynenburg**

April 2 – Teleconference with Susan Bransen Re: Sustainable Community Guidelines. Modesto.
April 3 – Meeting with Susan Bransen and the San Joaquin Valley Policy Council Re: Central Valley Transportation Priorities. Sacramento
April 8 – Teleconference with Commission Staff Re: Briefing on Potential Impacts of Federal Vehicle Standards Rollback. Modesto
April 10 – Attended the North State Super Region Town Hall Meeting. Chico
April 11 – Speaker at the Greer Road Ribbon Cutting Event. Hughson

April 15 – Teleconference with Susan Bransen Re: Sustainable Community Guidelines and Potential Impacts of Federal Vehicle Standards Rollback. Modesto
April 17 – Teleconference with Commission Staff Re: Potential Impacts of Federal Vehicle Standards Rollback. Modesto
April 29 – Teleconference with Commission Staff Re: Briefing on Potential Impacts of Federal Vehicle Standards Rollback. Modesto

# EXECUTIVE DIRECTOR'S REPORT

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

# 2020 MEETING SCHEDULE
# CALIFORNIA TRANSPORTATION COMMISSION

Proposed June 26, 2019

**JANUARY 29(W) – JANUARY 30(TH), 2020 – SACRAMENTO**

January 30 – North STIP Hearing - Sacramento

**FEBRUARY 2020 – NO REGULARLY SCHEDULED COMMISSION MEETING**

February 6 – South STIP Hearing - TBD

**MARCH 25(W) – 26(TH), 2020 – SANTA BARBARA**

**APRIL 2020 – NO REGULARLY SCHEDULED COMMISSION MEETING**

April 22 & 23 – Town Hall Meeting – Tulare

**MAY 13(W) – 14(TH), 2020 – SAN DIEGO**

**JUNE 24(W) – 25(TH), 2020 – SACRAMENTO**

**JULY 2020 – NO REGULARLY SCHEDULED COMMISSION MEETING**

**AUGUST 12(W) – 13(TH), 2020 – OAKLAND**

**SEPTEMBER 2020 – NO REGULARLY SCHEDULED COMMISSION MEETING**

September 16 & 17– Town Hall Meeting - TBD

**OCTOBER 14(W) – 15(TH), 2020 – CENTRAL VALLEY**

**NOVEMBER 2020 – NO REGULARLY SCHEDULED COMMISSION MEETING**

**DECEMBER 2(W) – 3(TH), 2020 – RIVERSIDE**

**1.4**

## 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.

**1.10**

## 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**: June 26-27, 2019

**From**: SUSAN BRANSEN, Executive Director

**Reference Number**: 4.3, Information

**Prepared By**: Garth Hopkins
Deputy Director

**Published Date**: June 14, 2019

Subject: **Innovations in Transportation, Veloz Electric Vehicle Collaborative**


**Summary:**

In 2018, Executive Order B-48-18 was signed that set an ambitious target of 1.5 million zero-emission vehicles on California roads by 2025, and 5 million by 2030. Josh Boone, Executive Director of Veloz, an electric vehicle collaborative will provide an overview of California's progress to achieve zero-emission vehicle goals.


**Background:**

Veloz is a nonprofit organization made up of key sector companies, agencies and nonprofits. The primary goal of Veloz is to accelerate the shift to electric cars through public-private collaboration, public engagement, and policy education innovation. The organization builds on the success of the California Plug-In Electric Vehicle Collaborative, a public-private partnership founded in 2010 to convene, collaborate, and communicate on emerging electric car market trends, address challenges, and enable strong market growth.

**4.1**

# STATE AND FEDERAL LEGISLATIVE MATTERS

INFORMATION ON THIS ITEM WILL BE
PROVIDED PRIOR TO THE JUNE 26-27, 2019
CALIFORNIA TRANSPORTATION
COMMISSION MEETING

# Memorandum

**To**: CHAIR AND COMMISSIONERS **CTC Meeting**: June 26-27, 2019

**From**: SUSAN BRANSEN, Executive Director

**Reference Number**: 4.4, Information

**Prepared By**: Jofil Borja
Assistant Deputy Director

**Published Date**: June 14, 2019

Subject: **Overview of the Commission's Stakeholder Listening Sessions**


**Summary:**

In its 2018 Annual Report to the Legislature, the Commission highlighted its continued commitment to enhancing coordination and communication through a variety of forums, such as rural town hall meetings. To further this commitment, Commission staff have convened four community-based listening sessions over the last six months in partnership with the local and regional transportation agencies.

At these forums, Commission staff and local and regional partners engaged participants from a broad spectrum of stakeholder groups on their issues, needs, concerns, and opportunity areas for the transportation system in their communities. The forums have included discussions on future resource-sharing, technical assistance, and collaboration to improve transportation in local communities. They also have offered an opportunity for Commission staff to educate local stakeholder groups on the transportation programs within the Commission's purview, as well as on transportation planning, funding, and the roles of various agencies in the delivery of projects.

Commission staff have compiled a list of feedback received through the forums and are working to identify ways to address issues raised where appropriate, including through program guidelines or legislative recommendations.

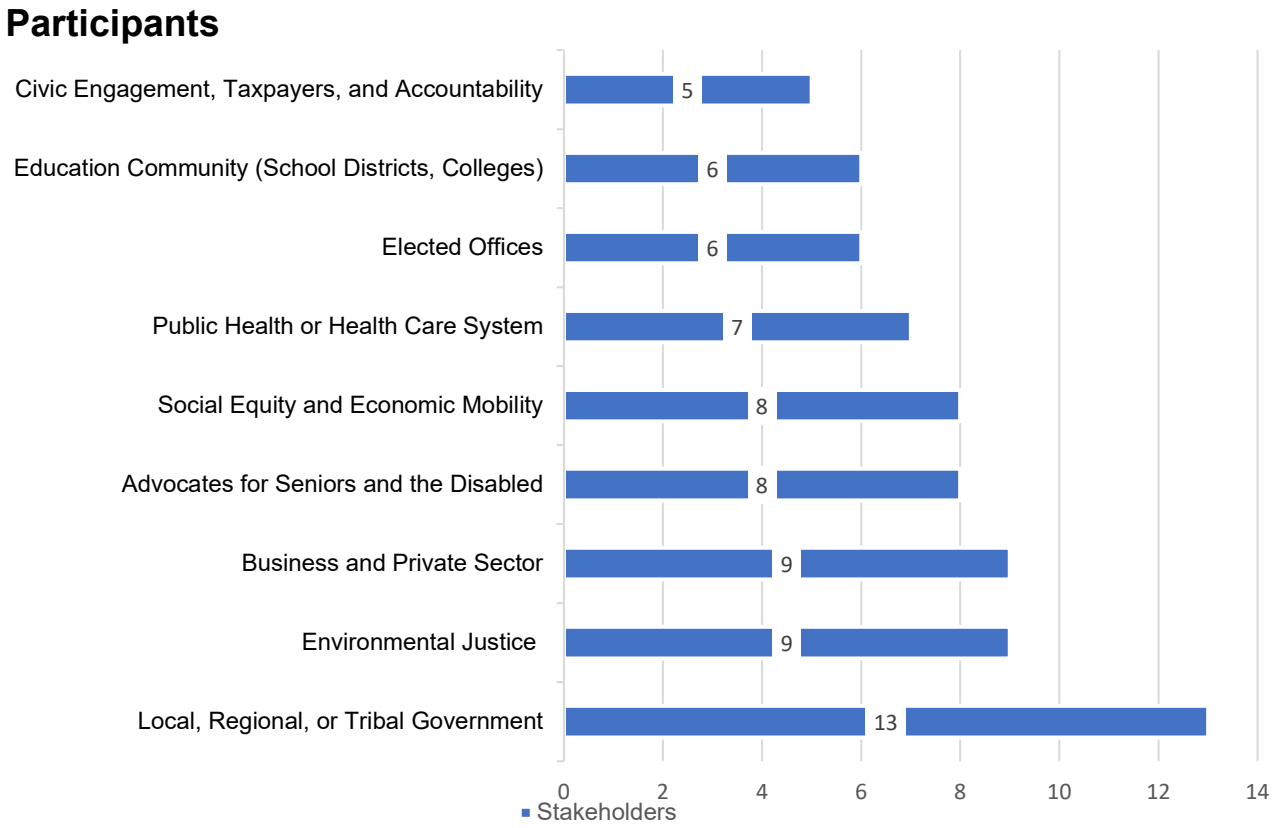

## Listening Session Locations and Dates

Commission staff held the first community listening session in Riverside on December 6, 2018 in partnership with the Riverside County Transportation Commission. Since that time, Commission staff have successfully partnered with three additional regional agencies: the Placer County Transportation Planning Agency (on January 31 in Rocklin), the Los Angeles

County Metropolitan Transportation Authority (on March 14 in Los Angeles), and most recently, San Diego Association of Governments (on May 14 in San Diego). In addition, Commission staff and the Sacramento Council of Governments will hold a community listening session in the city of Sacramento on June 27. Commission staff anticipate continuing to hold these listening sessions in conjunction with Commission meetings through the remainder of the 2019 schedule.

## A Broad Spectrum of Stakeholders

Commission staff worked with partner agencies to identify organizations that represent the diverse users of the transportation system in the local area. The figure below shows the types of organizations that have attended. Altogether, over the four meetings since December 2018, Commission staff have engaged with over 70 different organizations.



**Issues and Opportunities Discussed**

In surveying the participants during these forums, the following were recurring topics of discussion raised by attendees during the listening sessions and are listed in order of frequency. During the meetings, Commission staff were able to share resources to the participants, provide information on programs that are related to their issue area, and update them on pending legislation or Commission action that may have an impact to their organization.

a) Freeway and local street congestion and its impact on quality of life.
b) Access to transit and paratransit, alternative mobility, and addressing last mile and first mile connectivity.
c) Land-use decisions that balance priorities for affordable housing, economic opportunities, and environmental goals.
d) Reducing greenhouse gases and pollution, and mitigating impacts to health.
e) Infrastructure improvements for safety and mobility of all users of the system.
f) Parking and transit options for students and faculties.
g) Efficiently moving freight traffic and exploring cleaner technology for freight.
h) Incentivizing different users for transit, zero-emission vehicles, and electric options.
i) Funding equity for urban, suburban, and rural areas of the county.
j) State's continued partnership with local and regional government and organizations.

Commission staff and local and regional partners are committed to identifying policy, programmatic, and legislative actions to address the various concerns raised. For instance, issues related to guidelines for programs within the Commission's purview were provided to Commission program staff as part of the public comment process for program workshops. Staff is considering proposing legislative recommendations for the Commission to consider for inclusion in the Commission's 2019 Annual Report to address certain areas of concern identified. Furthermore, staff is planning policy workshops and future symposiums covering key issue areas with the goal of inviting various subject matter experts to discuss potential solutions to the opportunity areas shared by the participants.

State of California
**DEPARTMENT OF TRANSPORTATION**

California State Transportation Agency

# MEMORANDUM

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

**CTC Meeting**: June 26-27, 2019

**From**: STEVEN KECK, Chief Financial Officer

**Reference Number**: 4.2, Information Item

**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 May 31, 2019, the Commission has allocated approximately $4.9 billion toward 761 projects in Fiscal Year 2018-19. Adjustments totaled approximately negative $101 million, leaving approximately $2.1 billion (31 percent) in remaining allocation capacity.

**2018-19 Capital Allocations vs. Capacity**
**Summary through**
**May 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 | 2,846 | 568 | 1 | 201 | 401 | 355 | 87 | 418 | 30 | 4,907 |
| Authorized Changes[1] | -104 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -101 |
| **Remaining Capacity** | **$406** | **-$51** | **$1** | **$154** | **$85** | **$374** | **$229** | **$742** | **$179** | **$2,120** |

**Note:** Amounts may not sum to totals due to independent rounding.

[1] Authorized changes include project increases and decreases through April 30, 2019, pursuant to the Commission's G-12 process and project rescission.

**BACKGROUND**

Through April 30, 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 $101 million of the programmed amounts. This is the result of increases to 130 projects and decreases to 216 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.

State of California
**DEPARTMENT OF TRANSPORTATION**

California State Transportation Agency

# MEMORANDUM

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

**CTC Meeting**: June 26-27, 2019

**From**: STEVEN KECK, Chief Financial Officer

**Reference Number**: 4.23, Information Item

**Prepared By**: Clark Paulsen, Chief
Division of Budgets

**Subject**: **DRAFT 2020 STIP AND AERONAUTICS ACCOUNT FUND ESTIMATES**

## ISSUE:

Should the California Transportation Commission (Commission) accept the Draft 2020 State Transportation Improvement Program (STIP) Fund Estimate and the Draft 2020 Aeronautics Account Fund Estimate for review and comment?

## RECOMMENDATION:

The California Department of Transportation (Department) recommends the Commission accept the Draft 2020 STIP Fund Estimate and the Draft 2020 Aeronautics Account Fund Estimate tables that will be provided the day of the Commission meeting on June 26-27, 2019. The Department will work with Commission staff to implement necessary changes prior to the scheduled adoption of the Fund Estimates at the Commission's August 2019 meeting. The 2020 Fund Estimate Workshop will be held on July 22, 2019. This will provide an opportunity for Commissioners, their staff, and others to comment and suggest additional improvements to the Fund Estimates.

## BACKGROUND:

Section 14524(a) of the Government Code (GC) requires the Department to submit the STIP Fund Estimate prior to July 15 of each odd-numbered year. The Department will meet this requirement by submitting the Draft 2020 STIP Fund Estimate at the June 2019 Commission meeting. Section 14525(a) of the GC requires the Commission to adopt the STIP Fund Estimate by August 15 of each odd-numbered year. The Commission may elect to delay adoption of the Fund Estimate for up to 90 days after August 15, if impending legislation could significantly impact this forecast.

The Draft 2020 Fund Estimate (Draft) program capacities are based on the assumptions

approved by the Commission at the May 2019 meeting, and subsequent changes made due to the May Revision. After reviewing these Draft results, the Commission may choose to revisit the approved assumptions for possible adjustments or updates. The Department requests that the Commission direct comments to Commission staff so the Department may incorporate feedback into the Fund Estimates.

The Department will continue to work with Commission staff between now and the August 2019 Commission meeting to update information and make any necessary changes to the 2020 Fund Estimates. In the event that budgetary action requires amendment of the assumptions prior to the scheduled August adoption, the Department will immediately inform Commission staff.

# Memorandum

**To**: CHAIR AND COMMISSIONERS **CTC Meeting**: June 26-27, 2019

**From**: SUSAN BRANSEN, Executive Director

**Reference Number**: 4.28, Information

**Prepared By**: Teresa Favila,
Associate Deputy Director

**Published Date**: June 14, 2019

Subject: **Draft 2020 State Transportation Improvement Program (STIP) Guidelines**


**Summary:**

The State Transportation Improvement Program (STIP) guidelines describe the policy, standards, criteria, and procedures for the development, adoption and management of the STIP. The guidelines were developed in cooperation with the Department of Transportation (Caltrans), regional transportation planning agencies, county transportation commissions and local agencies in accordance with Government Code 14530.1.

The STIP fund estimate must be adopted by August 15 of each odd numbered year. Amended guidelines are generally adopted at the same meeting. Under state law, not later than April 1 of every even year, the California Transportation Commission (Commission) adopts the biennial five-year STIP. The guidelines may not be amended or modified during the period between thirty days following the adoption of the fund estimate and the adoption of the STIP.

The 2020 STIP guidelines will continue to emphasize partnerships between Caltrans and regional agencies in making investment decisions addressing the most critical needs, coordination and consistency with adopted regional transportation plans including sustainable communities strategies, and the interregional transportation strategic plan.

After holding a Fund Estimate and Guidelines workshop in July, staff will bring the final 2020 STIP Guidelines to the Commission for adoption in August 2019. Between now and August 2019, staff will monitor enacted state and federal legislation that may affect the STIP and will include any changes required by law.

**Background:**

The STIP is a biennial five-year plan adopted by the Commission for future allocations of certain state transportation funds for state highway improvements, intercity rail, and regional highway and transit improvements. Each new STIP adds two new years to prior programming commitments. The 2018 STIP was adopted in March 2018, and the next STIP must be adopted by April 1, 2020.

Under state law, the Commission adopts the STIP by April 1 of every even year and may allocate STIP funds only in accordance with the adopted STIP. Updated guidelines for the STIP are adopted biennially prior to the adoption of the Fund Estimate, which is generally adopted in August of every odd year. The 2020 STIP, which will likely be adopted in March 2020, will cover the five-year period from 2020-21 through 2024-25. This five-year period coincides with the four-year share period of 2020-21 through 2023-24 for which there will be a minimum target for programming.

Attachments:

- Attachment A: Draft STIP Guidelines – Policies and Procedures Specific to the 2020 STIP
- Attachment B: Draft STIP Guidelines – Policies and Procedures to the permanent STIP Guidelines

Attachment A

Draft STIP Guidelines – Policies and Procedures Specific to the 2020 STIP

This item will be presented prior to the Commission Meeting

**Attachment B**

# CALIFORNIA TRANSPORTATION COMMISSION

# DRAFT STIP GUIDELINES
## June 26, 2019

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**CALIFORNIA TRANSPORTATION COMMISSION**
**STIP GUIDELINES**

**TABLE OF CONTENTS**


**I. Introduction**

Section 1. Purpose and Authority....1
Section 2. Biennial Fund Estimate....1
Section 3. STIP Adoption....1
Section 4. Amendments to STIP Guidelines....2
Section 5. Federal TIPs and Federal STIP....2

**II. STIP Contents**

Section 6. General....2
Section 7. County and Interregional Shares....2
Section 8. Joint Funding....2
Section 9. Prior Year Projects....3
Section 10. 1996 STIP Projects....3
Section 11. Multi-Modal Corridor....3
Section 12. Transportation Management System Improvements....4
Section 13A. Capacity Increasing Highway Operational Improvements....4
Section 13B. Non-Capacity Increasing Highway Operational Improvements....5

**III. STIP Requirements for All Projects**

Section 14. Project Study Reports....5
Section 15. Programming Project Components Sequentially....5
Section 16. Completion of Environmental Process....6
Section 17. Caltrans/Regional Consultations....7
Section 18. Minor Projects....7
Section 19. Criteria for Measuring Performance and Cost-Effectiveness....7

**IV. Regional Improvement Program**

Section 20. Submittal of RTIPs....11
Section 21. Project Planning, Programming, and Monitoring....12
Section 22. Bicycle and Pedestrian Projects in the STIP....12
Section 23. County Shares, Advances and Reserves....13
Section 24. Federal Match....13
Section 25. Regional Improvement Program Project Eligibility....13
Section 26. Federalizing Transit Projects....15
Section 27. Increased STIP Funding Participation....15
Section 28. Pooling of County Shares....16
Section 29. Consistency with Land Use Plans and CMP....16


DRAFT

**V. Interregional Improvement Program**
Section 30. General ....16
Section 31. Submittal of Caltrans ITIP ....17
Section 32. Regional Recommendations for the Interregional Program ....18
Section 33. Regional Transportation Plan ....19
Section 34. Interregional Program Objectives ....19
Section 35. Bicycle and Pedestrian Projects in the ITIP ....21
Section 36. Projects and Reserves ....21

**VI. Advance Project Development Element**
Section 37. Fund Estimate for Advance Project Development Element ....21
Section 38. Programming of APDE County and Interregional Shares ....21
Section 39. Program Year ....22
Section 40. Program Amendments ....22
Section 41. Effect on Regular County and Interregional Shares ....22
Section 42. APDE Shares May Not Be Exceeded ....22

**VII. Display of Project Descriptions and Costs**
Section 43. Project Description ....22
Section 44. State-only Funding ....23
Section 45. Project Fact Sheets ....23
Section 46. STIP Database ....23
Section 47. Cost Estimates for Project Components ....23
Section 48. Authority and Responsibility ....24
Section 49. Basis for Cost Sharing ....24
Section 50. Program Year for Cost Components ....24
Section 51. Escalation Adjustments ....25
Section 52. Prior Costs for 1996 STIP Projects ....25

**VIII. Share Balances and Adjustments**
Section 53. Long-term Balances ....26
Section 54. Local Grant Projects ....26
Section 55. Construction ....26
Section 56. Construction Support ....27
Section 57. Right-of-Way ....27
Section 58. Project Development ....27
Section 59. Federal Demonstration Projects ....27

**IX. Commission Action and Adoption**
Section 60. Commission Action on RTIP Proposals ....28
Section 61. Commission Action on Advances and Reserves ....29
Section 62. Commission Action on Interregional Program ....30
Section 63. STIP Respreading of Projects ....30

DRAFT

**X. STIP Management**
Section 64. Allocation of Funds ....30
Section 64A. Allocation of Right of Way Capital for Caltrans Implemented Projects ....32
Section 64B. SB 184 Reimbursement Allocations ....33
Section 65. Timely Use of Funds ....34
Section 66. Delivery Deadline Extensions ....36
Section 67. STIP Amendments ....36
Section 67A. Approval of AB 3090 Arrangements ....37
Section 67B. Selection of Projects for GARVEE Bonding ....39
Section 68. Project Delivery....40

**XI. STIP Development Schedule and Procedures**
Section 69. STIP Development Schedule....41
Section 70. ITIP Hearings ....41
Section 71. STIP Hearings....41
Section 72. Transmittal of RTIPs ....41
Section 73. Commission Staff recommendations....42

**XII. Appendices**
Appendix A. Project Fact Sheet ....43
Appendix B Performance Indicators, Measures and Definitions ....44
Appendix C. Addendum for Local Alternative Transportation Improvement Programs .49

DRAFT

## I. Introduction:

1. Purpose and Authority. These guidelines describe the policy, standards, criteria and procedures for the development, adoption and management of the state transportation improvement program (STIP). They were developed and adopted in cooperation with Caltrans, regional transportation planning agencies, county transportation commissions and local agencies in accordance with Government Code Section 14530.1. The guidelines were developed and adopted with the following basic objectives:

   - Develop and manage the STIP as a resource management document.
   - Facilitate transportation decision making by those who are closest to the transportation problems.
   - Recognize that although Caltrans is owner-operator of the State highway system, the regional agencies have the lead responsibility for resolving urban congestion problems, including those on state highways.
   - Provide incentives for regional accountability for the timely use of funds.
   - Facilitate the California Transportation Commission, and Caltrans role as guardian of State capital dollars, with responsibility for determining how best to manage those dollars in a wise and cost-effective manner.
   - Facilitate cooperative programming and funding ventures between regions and between Caltrans and regions.
   - Make progress towards regional and statewide goals and objectives in the improvements of the state's multi-modal transportation system.
   - Emphasize partnerships between Caltrans and regional agencies in making investment decisions addressing the most critical corridor needs, regardless of mode choice or system condition.
   - Mitigate negative environmental and community impacts.

   The Commission intends to carry out these objectives through its guidelines, stressing accountability, flexibility, and simplicity.

2. Biennial 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. The Commission shall adopt the fund estimate by August 15 of that same year. The assumptions on which the fund estimate is based shall be determined by the Commission in consultation with Caltrans, regional agencies and county transportation commissions.

3. STIP Adoption. Not later than April 1 of each even numbered year the Commission shall adopt a five-year STIP and submit it to the legislature and to the Governor. The STIP shall be a statement of the Commission's intent for allocation and expenditure of funds for the following five years as well as a resource management document to assist in the planning and utilization of transportation resources in a cost-effective manner. The STIP shall be developed consistent with the fund estimate and the total amount programmed in each fiscal year of the STIP shall not exceed the amount specified in the fund estimate. The adopted STIP shall remain in effect until a new STIP is adopted for the next two-year STIP cycle.

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4. Amendments to STIP Guidelines. The Commission may amend the adopted STIP guidelines after first giving notice of the proposed amendment and conducting at least one public hearing. The guidelines may not be amended or modified during the period between thirty days following the adoption of the fund estimate and the adoption of the STIP.

5. Federal TIPs and Federal STIP. These guidelines apply only to the transportation programming requirements specified in state statutes. They do not apply to transportation programming requirements specified in federal statutes. Generally, all projects receiving federal transportation funds must be programmed in a federal TIP (for projects in urbanized regions) and also in a federal STIP. Metropolitan Planning Organizations are responsible for developing and adopting federal TIPs and Caltrans is responsible for preparing the federal STIP. The requirements for federal TIPs and the federal STIP are specified in federal statutes (Title 23 USC) and federal regulations (23 CFR part 450).

## II. STIP Contents:

6. General. The STIP is a biennial document adopted no later than April 1 of each even numbered year. Each STIP will cover a five-year period and add two new years of programming capacity. Each new STIP will include projects carried forward from the previous STIP plus new projects and reserves from among those proposed by regional agencies in their regional transportation improvement programs (RTIPs) and by Caltrans in its interregional transportation improvement program (ITIP). State highway project costs in the STIP will include all Caltrans project support costs and all project listings will specify costs for each of the following four components: (1) completion of all permits and environmental studies; (2) preparation of plans, specifications, and estimates; (3) right-of-way acquisition; and (4) construction and construction management and engineering, including surveys and inspection. (See Sections 47 and 50 of these guidelines for guidance on the display of project components and their costs.)

7. County and Interregional Shares. The STIP consists of two broad programs, the regional program funded from 75% of new STIP funding and the interregional program funded from 25% of new STIP funding. The 75% regional program is further subdivided by formula into county shares. County shares are available solely for projects nominated by regions in their RTIPs. The Caltrans ITIP will nominate only projects for the interregional program. Under restricted circumstances, an RTIP may also recommend a project for funding from the interregional share (see Section 32 of these guidelines).

   The 1998 STIP period constituted a single county share period ending 2003-04; later county share periods are discrete 4-year periods, ending ~~2015-16~~ 2019-20, ~~2019-20~~ 2023-24, etc. Both surpluses and deficits of county shares and interregional shares carry forward from one period to the next. The Commission will program each new project, including Caltrans support costs, either from a county share or from the interregional share. (See Sections 53-59 of these guidelines for the method of counting cost changes after initial programming.)

8. Joint Funding from Regional and Interregional Shares. If Caltrans and a regional agency agree, they may recommend that a new project or a project cost increase be jointly funded

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from county and interregional shares. In that case, the region will nominate the county share in the RTIP and Caltrans will nominate the interregional share in the ITIP.

9. Prior Year Projects. The STIP shall include projects from the prior STIP that are expected to be advertised prior to July 1 of the year of adoption, but for which the Commission has not yet allocated funds.

10. 1996 STIP Projects. All 1996 STIP project costs will be funded off the top prior to the division of new funds between the regional and interregional programs. This grandfathered funding will include Caltrans support costs, and the project cost display for 1996 STIP projects will conform to the same standards used for new STIP projects. Any cost changes to construction or right-of-way capital costs for 1996 STIP projects will be drawn from or credited to county and interregional shares the same as if they were cost changes to new STIP projects. Caltrans support costs for 1996 STIP projects will be drawn from county and interregional shares only to the extent that they are attributable to a change in project scope since the 1996 STIP. ~~Except where there is a proposal for jointly funding a cost increase from county and interregional shares, cost changes that Caltrans requests for projects originally programmed under the former intercity rail, interregional road system, or retrofit soundwall programs or for NAFTA projects programmed in the 1996 STIP will be drawn from or credited to the new interregional share.~~ All ~~other~~ cost changes will be drawn from or credited to the appropriate regional share. Caltrans, in the ITIP, shall report on the budgets for all ongoing grandfathered 1996 STIP projects. This reporting shall include a comparison of actual expenditures compared to project budgets as reported in the 2012 ITIP.

11. Multi-Modal Corridor. A corridor is defined as a largely linear geographic ~~band~~ **area including various modes of transportation that facilitate the multi-modal movement of people and goods, support the economy, and connect communities, including cross-mode connections. A multi-modal corridor is generally** defined by existing and forecasted travel patterns ~~involving both people and goods. The corridor serves~~ **serving** 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.~~ **Origins and destinations, land use, place types, and existing and future development surrounding the transportation infrastructure also influences how the multi-modal corridor is defined. Pursuant to state and federal law[1] and statewide guidance[2], Caltrans and regional transportation agencies prepare corridor plans to identify multi-modal transportation projects that will meet state, regional, and local goals and benefit corridors around the state.**

[1] California Government Code Section 65086, California Streets and Highways Code Sections 2390 – 2397, Title 23 United States Code Section 135, Title 23 Code of Federal Regulations Part 450.320(c).

[2] 2018 Comprehensive Multimodal Corridor Plan Guidelines: http://www.catc.ca.gov/programs/sb1/sccp/corridor-plan/docs/120518_Approved_CMCP_Guidelines.pdf, and Caltrans Corridor Planning Guidebook: http://www.dot.ca.gov/hq/tpp/offices/omsp/system_planning/documents/CT%20Corridor%20Guidebook_12-18-2018.pdf [Draft, need to insert link to final document when available]

12. Transportation Management System Improvements. The Commission supports implementation and application of transportation management systems (TMS) improvements to address highway congestion and to manage transportation systems. Under current statutes Caltrans is owner operator of the state highway system and is responsible for overall management of the state highway system. The regional transportation agencies are responsible for planning and programming transportation strategies, facilities and improvements which address regional transportation issues and system wide congestion. The Commission encourages the regions and Caltrans to work cooperatively together to plan, program, implement, operate and manage transportation facilities as an integrated system with the objective of maximizing available transportation resources and overall transportation system performance.

    Considering this objective and the respective responsibilities of Caltrans and the regional agencies, it is the Commission's policy that TMS improvements for state highways may be programmed in the State Highway Operations and Protection Program (SHOPP) by Caltrans in consultation with regional agencies if such improvements are part of a region's adopted strategy for addressing system wide congestion. The regions are encouraged to program TMS improvements in their RTIP for STIP programming if timely programming through the SHOPP is not possible because of funding limitations in the SHOPP. TMS improvements include the following types of projects:

    - Transportation Management Centers (TMCs) including necessary computer software and hardware.
    - TMC interconnect projects which allow a TMC to substitute for another TMC during an emergency.
    - TMC field elements such as, but not limited to, traffic sensors, message signs, cameras and ramp meters, which upgrade the existing facilities and are necessary to facilitate the operation of the TMC.

    The application of TMS improvements should be coordinated with other operational improvements such as freeway ramp/local street access modifications and auxiliary lanes in order to maximize the TMS benefits. Prior to programming a new highway facility for construction, reconstruction or rehabilitation in the STIP or in the SHOPP, regions and Caltrans should fully consider transportation systems management plans and needs and include any necessary TMC field elements to support operation of existing or planned TMCs**.**

**13A**. Capacity Increasing Highway Operational Improvements. State highway operational improvements which expand the design capacity of the system ~~such as those listed below~~ are not eligible for the SHOPP**.** To the extent such projects address regional issues, the regional agency is responsible for nominating them for STIP programming through the RTIP process. To the extent such projects address interregional issues, Caltrans is responsible for nominating them for STIP programming through the ITIP process. **Examples of such projects include:**

    1. High Occupancy Vehicle (HOV) lanes and HOV interchanges.
    2. Interchange design modifications and upgrades to accommodate traffic volumes that are significantly larger than the existing facility was designed for.
    3. Truck or slow vehicle lanes on freeways of six or more mixed flow lanes.

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**13B**. Non-Capacity Increasing Highway Operational Improvements. State highway operational improvements which do not expand the design capacity of the system and which are intended to address spot congestion and are not directly related to TMCs or TMC field elements are eligible for the SHOPP. Regions may nominate these types of projects for STIP programming through the RTIP process if timely implementation through the SHOPP is not possible. Examples of such projects include:

1. Auxiliary lanes for merging or weaving between adjacent interchanges.
2. Intersection modifications including traffic signals.
3. Slow vehicle lanes on conventional highways and four lane freeways.
4. Curve and vertical alignment corrections.
5. Two-way left turn lanes.
6. Channelization.
7. Turnouts.
8. Chain control and truck brake inspection sites.
9. Shoulder widening.

## III. STIP Requirements for All Projects:

14. Project Study Reports. A new project may not be included in either an RTIP or the ITIP without a complete project study report (PSR) or, for a project that is not on a State highway, a PSR equivalent. This requirement applies to the programming of project development components as well as to right-of-way and construction. This requirement does not apply to the programming of project planning, programming, and monitoring funds. A PSR is a report that meets the standards of the Commission's PSR guidelines. For a transit project, the Commission's Uniform Transit Application is a PSR equivalent. A project study report equivalent will, at a minimum, be adequate to define and justify the project scope, cost and schedule to the satisfaction of the regional agency. Though a 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. The PSR, PSR equivalent, or Project Report must be submitted with the RTIP or ITIP, or a link may be provided to view the document electronically.

15. Programming Project Components Sequentially. Project components may be programmed sequentially. That is, a project may be programmed for environmental work only without being programmed for plans, specifications, and estimates (design). A project may be programmed for design without being programmed for right-of-way or construction. A project may be programmed for right-of-way without being programmed for construction. 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 STIP programming resources while other transportation needs go unmet.

The Commission may program a project component **only if it finds that the component itself is fully funded, either from STIP funds or from other committed** ~~funded from a~~



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~~combination of committed and uncommitted~~ funds. The Commission will regard funds as committed when they are programmed by the Commission or when the agency with discretionary authority over the funds has made its commitment to the project by ordinance or resolution. For federal formula funds, including Regional Surface Transportation, Congestion Mitigation and Air Quality and federal formula transit funds, the commitment may be by federal Transportation Improvement Program adoption. For federal discretionary funds, the commitment may be by federal approval of a full funding grant agreement or by grant approval.

~~Uncommitted funds may be nominated only from the following competitive programs: Active Transportation Program, Local Partnership Program, Solutions for Congested Corridors Program, Trade Corridor Enhancement Program, or Transit and Intercity Rail Capital Program. The agency 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 must be secured prior to July 1 of the year in which the project is programmed. Projects programmed by the Commission in the STIP will not be given priority for funding in other programs under the Commission's purview.~~

For projects where the agency is seeking federal discretionary funds such as New Starts or Small Starts for construction, the commitment may take the form of federal acceptance into Accelerated Project Delivery and Development (in the case of Small Starts) with the expectation of federal approval of an Expedited Grant Agreement, or federal approval of a project to enter Engineering (in the case of New Starts) with the expectation of federal approval of a Full Funding Grant Agreement, as long as all funding, excluding STIP funding, is committed to the project. A project that is programmed prior to receiving federal approval for construction must receive the federal approval for construction prior to construction allocation and no later than the end of the first full federal fiscal year after adoption of the STIP or STIP amendment, or the project will be deleted from the STIP.

When proposing to program only preconstruction components for a project, Caltrans or the regional agency should demonstrate the means by which it intends to fund the construction of a useable segment, consistent with the regional transportation plan or the Caltrans interregional transportation strategic plan.

All regional agencies with rail transit projects shall submit full funding plans describing each overall project and/or useable project segment. Each plan shall list Federal, State, and local funding categories by fiscal year over the time-frame that funding is sought, including funding for initial operating costs. Moreover, should the project schedule exceed the funding horizon, then the amount needed beyond what is currently requested shall be indicated. This information may be incorporated in the project fact sheets (see Section 45 of these guidelines).

16. Completion of Environmental Process. The Commission may program funding for project right-of-way or construction only if it finds that the sponsoring agency will complete the environmental process and can proceed with right-of-way acquisition or construction within the five-year period of the STIP. In compliance with Sections 21102 and 21150 of the Public

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Resources Code, the Commission may not allocate funds to state or local agencies for design, right-of-way, or construction prior to documentation of environmental clearance under the California Environmental Quality Act. 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 of environmental clearance under the National Environmental Policy Act. Exceptions to this policy may be made in instances where federal law allows for the acquisition of right-of-way prior to completion of National Environmental Policy Act review.

17. Caltrans/Regional Consultations. Caltrans and regional agencies shall consult with each other in the development of the ITIP and the RTIPs. As a part of this consultation, Caltrans will advise regional agencies, as far in advance as is practicable, of projects that may be or are likely to be included, in the ITIP, including the potential for joint funding from county and interregional shares, and will seek the advice of the regional agencies regarding these projects. Caltrans will also advise the appropriate regional agencies, as far in advance as is practicable, of any schedule and cost changes for Caltrans implemented projects funded from regional shares in the STIP. The consultation should allow regional agencies to consider and to advise Caltrans regarding the potential impact of the ITIP on the programming of projects in the RTIP. The Commission encourages Caltrans to assist the regional agencies that are responsible for preparing a Federal TIP by identifying projects that may be included in the ITIP, recognizing that Federal regulations generally require that a project in a county with an urbanized area be included in the Federal TIP in order to qualify for Federal funding.

    As part of this consultation, each regional agency should seek and consider the advice of Caltrans regarding potential regional program funding for State highway and intercity rail projects and should advise Caltrans, as far in advance as is practicable, of staff recommendations or other indications of projects that may be or are likely to be included in the RTIP. The consultation should allow Caltrans to consider and advise the regional agency regarding the potential impact of the RTIP on the programming of projects in the ITIP. Where the regional agency prepares a Federal TIP, the consultation should provide for the timely inclusion of State highway projects in the Federal TIP.

    Nothing in this section is meant to require that Caltrans or a regional agency make final commitments regarding the inclusion of particular projects in the ITIP or RTIP in advance of the December 15 deadline for submission.

18. Minor Projects. There is no minimum size for a STIP project. The minor reserve in the Caltrans State Highway Operation and Protection Program (SHOPP) is for SHOPP projects only. The Commission will not allocate funds from the SHOPP minor program for capacity-increasing projects, including bicycle and pedestrian facilities, soundwalls, and enhancements and mitigation for STIP projects.

19. Criteria for Measuring Performance and Cost-Effectiveness. Regions and Caltrans are responsible for developing goals, objectives and priorities that include consideration of the overall performance of the transportation system consistent with federal and state planning requirements. These goals and objectives are incorporated in the region's regional transportation plan (RTP) and are also reflected in the region's RTIP, and similarly in Caltrans' interregional transportation strategic plan (ITSP) and ITIP. In order to maximize

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the state's investments in transportation infrastructure, it is the Commission's policy that each RTIP and the ITIP will be evaluated for performance and cost-effectiveness at the regional level and, where applicable, at the project level.

The Commission will evaluate each RTIP and the ITIP based on the following:

**A.** A performance evaluation at the regional level and how each RTIP furthers the goals of the region's RTP, and if applicable, its Sustainable Communities Strategies (SCS), and for Caltrans, how the ITIP furthers the goals of the ITSP.

**B.** An evaluation of the cost-effectiveness of the RTIP at the regional level or ITIP at the statewide level.

**C.** Project specific data on proposed changes to the built environment.

**D.** For projects with total cost of $50 million or greater, or STIP programming for right-of-way and/or construction of $15 million or more, a project specific benefit evaluation will be performed to estimate its benefit to the regional system from changes to the built environment. Consistent with Executive Order B-30-15, the project specific benefit evaluation must include a full life-cycle cost evaluation and take climate change impacts into account.

The Commission will consider the evaluations submitted by regions when making decisions on RTIPs as described in Section 60 of these guidelines. The Commission will consider the evaluations submitted by Caltrans when making decisions on the ITIP as described in Section 62 of these guidelines.

The Commission expects that these evaluations will be on a life-cycle basis (full cost through the life of the project, including maintenance and operation).

A. Regional level performance evaluation.

Caltrans and each region that is a Metropolitan Planning Organization (MPO) or within an MPO shall include an evaluation of overall (RTP or CTP/ITSP level) performance using, as a baseline, the regions' or state's existing monitored data. To the extent relevant data and tools are available, the below listed performance measures may be reported:

- Vehicle Miles Traveled (VMT) per capita.
- Percent of congested VMT (at or below 35 mph).
- Commute mode share (travel to work or school).
- Percent of distressed state highway lane-miles.
- Pavement Condition Index (local streets and roads).
- Percent of highway bridge lane-miles in need of replacement or rehabilitation (sufficiency rating of 80 or below).
- Percent of transit assets that have surpassed the FTA useful life period.
- Highway Buffer Index (the extra time cushion that most travelers add to their average travel time when planning trips to ensure on-time arrival).
- Fatalities and serious injuries per capita.

DRAFT

- Fatalities and serious injuries per VMT.
- Percent of housing and jobs within 0.5 miles of transit stops with frequent transit service.
- Mean commute travel time (to work or school).
- Change in acres of agricultural land.
- $CO_2$ emissions reduction per capita.
- Accessibility and on-time performance for rail and transit.
- Farebox recovery ratio.

Regions outside an MPO shall include any of the above measures that the region currently monitors. A region outside a MPO (or a small MPO) may request, and Caltrans shall provide, data on these measures relative to the state transportation system in that region.

As an alternative, a region outside an MPO (or a small MPO) may use the Performance Monitoring Indicators identified in the Rural Counties Task Force's Rural and Small Urban Transportation Planning study dated June 3, 2015. These include:

- Total Accident Cost,
- Total Transit Operating Cost per Revenue Mile,
- Total Distressed Lane Miles, and
- Land Use Efficiency (total developed land in acres per population).

The evaluation of overall performance shall include a qualitative or quantitative assessment of how effective the RTIP or the ITIP is in addressing or achieving the goals, objectives and standards which correspond to the relevant horizon years within the region's RTP or Caltrans ITSP that covers the 5-year STIP period. Caltrans' evaluation of the ITIP shall also address ITIP consistency with the RTPs.

In addition, each region with an adopted sustainable com munities strategy (SCS) shall include a discussion of how the RTIP relates to its SCS. This will include a quantitative or qualitative assessment of how the RTIP will facilitate implementation of the SCS and also identify any challenges the region is facing in implementing its SCS. In a region served by a multi-county transportation planning organization, the report shall address the portion of the SCS relevant to that region. As part of this discussion, each region shall identify any proposed or current STIP projects that are exempt from SB 375.

B. Evaluation of the cost-effectiveness of the RTIP or ITIP.

Regions shall, if appropriate and to the extent necessary data and tools are available, use the performance measures outlined above to evaluate cost-effectiveness of projects proposed in the STIP on a regional level. Caltrans shall do so at the statewide level.

C. Project-level outputs.

DRAFT

For each new project proposed, the region or Caltrans shall provide data on the proposed changes to the built environment, including but not limited to the items listed below. Such data shall be included in the PPR.

For state highway projects:

- New general purpose lane-miles.
- New HOV/HOT lane-miles.
- Lane-miles rehabilitated.
- New or upgrade bicycle/pedestrian lane/sidewalk miles.
- Operation improvements.
- New or reconstructed interchanges.
- New or reconstructed bridges.

For intercity rail and rail/transit projects:

- Additional transit miles or vehicles.
- Miles of new track.
- Rail crossing improvements.
- Station improvements.

For local street and road projects:

- New lane-miles.
- Lane-miles rehabilitated.
- New or upgrade bicycle/pedestrian lane/sidewalk miles.
- Operation improvements.
- New or reconstructed bridges.

D. A project level benefit evaluation shall be submitted for projects for which construction is proposed, if:
   - The total amount of existing and proposed STIP for right-of-way and/or construction of the project is $15 million or greater, or
   - The total project cost is $50 million or greater.

The project level benefit evaluation shall address the specific benefits of the proposed project using as many of the following measures as are relevant:

- Change in Vehicle Miles Traveled (VMT) per capita.
- Change in percent of congested VMT (at or below 35 mph).
- Change in commute mode share (travel to work or school).
- Change in percent of distressed state highway lane-miles.
- Change in Pavement Condition Index (local streets and roads).
- Change in percent of highway bridge lane-miles in need of replacement or rehabilitation (Sufficiency Rating of 80 or below).
- Change in percent of transit assets that have surpassed the FTA useful life period.
- Change in highway Buffer Index (the extra time cushion that most travelers add to their average travel time when planning trips to ensure on-time arrival).
- Change in fatalities and serious injuries per capita.

DRAFT

- Change in fatalities and serious injuries per VMT.
- Change in percent of housing and jobs within 0.5 miles of transit stops with frequent transit service.
- Change in mean commute travel time (to work or school).
- Change in acres of agricultural land.
- Change in $CO_2$ emissions reduction per capita.
- Changes in accessibility and on-time performance.
- Change in farebox recovery ratio.

The project level benefit evaluation shall include a Caltrans generated benefit/cost estimate, including life-cycle costs for projects proposed in the ITIP. For the RTIP, the regions may choose between the Caltrans estimate and their own estimate (explain why the Caltrans estimate was not used). The project level evaluation must explain how the project is consistent with Executive Order B-30-15. The evaluation shall be conducted by each region and by Caltrans before the RTIPs and the ITIP are submitted to the Commission for incorporation into the STIP.

## IV. Regional Improvement Program:

20. Submittal of RTIPs. After consulting with Caltrans, each regional agency shall adopt and submit its RTIP to the Commission and to Caltrans no later than December 15 of each odd-numbered year. The RTIP will include and separately identify:

(a) Programming proposals from the county share(s), consistent with the STIP fund estimate and Section 23 of these guidelines. These proposals may include new projects and changes to existing STIP projects.
(b) Programming proposals from the county Advance Project Development Element (APDE) share, which is treated as an advance of future share (see Sections 37-42).
(c) Any request to advance a future county share for a larger project (permitted only in regions under 1 million population).
(d) Any project recommendations for the interregional share.
(e) A discussion of the proposed project's impact on other projects planned or underway within the corridor;
(f) Information on STIP projects (in the RTIP) completed since the last RTIP submittal (see section 68).

After approval by the regional agency Board, each RTIP will be made available electronically by the regional agency on its website, with the link provided to the Commission.

Each RTIP shall be based on the regional transportation plan that has been developed and updated pursuant to Government Code Section 65080, and a region wide assessment of transportation needs and deficiencies. Programming in the RTIP should not be based on a formula distribution of county share among agencies or geographic areas.

Caltrans may nominate or recommend State highway improvement projects for inclusion in the RTIP for programming from the county share. Caltrans should also identify any

DRAFT

additional State highway and intercity rail improvement needs within the region that could reasonably expect to be programmed within the 3 years beyond the end of the current STIP period using revenue assumptions similar to those adopted for the fund estimate. These programming recommendations and this identification of State highway and intercity rail improvement needs should be provided to the regional agency at least 90 days prior to the due date for submittal of the RTIP or, if a later due date for project nominations is set by the regional agency, prior to that date. The regional agency has sole authority for deciding whether to accept Caltrans' STIP recommendations for programming in the RTIP. Caltrans shall provide a copy or list of its RTIP recommendations and identification of additional State highway and intercity rail needs for each region to the Commission. Each region shall, in its RTIP, include a comparison of the projects in its RTIP and the State highway and intercity rail improvement needs identified by Caltrans, including a discussion of significant differences.

When Caltrans makes its RTIP recommendation and identification of State highway and intercity rail improvement needs, it should also share with the regional agency its plans for SHOPP projects that may be relevant to the region's consideration of RTIP projects. This is apart from the statutory requirement to make a draft of the SHOPP available for review and comment.

21. Project Planning, Programming, and Monitoring. The RTIP may propose to program up to 5 percent of the county share for project planning, programming and monitoring (PPM) by the transportation planning agency or, within the Southern California Association of Governments (SCAG) area, by a county transportation commission. If the RTIP proposes programming funds for both SCAG and a county transportation commission, the total will not exceed 5 percent of the county share.

Funds programmed for this purpose should be spread across the years of the STIP. When allocated by the Commission, the funds will be available to cover costs of:

- Regional transportation planning, including the development and preparation of the regional transportation plan.
- Project planning, including the development of project study reports or major investment studies, conducted by regional agencies or by local agencies in cooperation with regional agencies.
- Program development, including the preparation of RTIPs and studies supporting them.
- Monitoring the implementation of STIP projects, including project delivery, timely use of funds, and compliance with State law and the Commission's guidelines.

Caltrans expenses for these purposes are included in the Department's annual budget and will not be funded through the STIP except when Caltrans is reimbursed for project study reports by a region using funds allocated to that region for PPM.

22. Bicycle and Pedestrian Projects in the RTIP. Bicycle and pedestrian projects may be programmed by a region in its RTIP as these projects are eligible for either State Highway Account or Federal funds.

DRAFT

23. County Shares, Advances, and Reserves. The fund estimate will identify, for each county, (1) the county share for the share period that ends during the current STIP period, (2) the county's proportionate share for the portion of the new four-year period that falls within the current STIP period, and (3) the balance of the estimated share for the four-year period that extends beyond the current STIP period. For the **2020** STIP fund estimate, for example, this means (1) the available share for the period ending **2023-24**, (2) the county's proportionate share for the period ending **2024-25**, and (3) an estimated proportionate share for the period from **2025-26** through **2027-28**.

    Any region may, in its RTIP, propose projects or project components during the STIP period from all of these shares, including the share for the period that extends beyond the STIP period. Unless the Commission rejects an RTIP, as described in Section 60, the Commission will include in the STIP, at a minimum, all RTIP projects carried forward from the prior STIP and all new RTIP programming proposed within the level of the county share for the share period that ends during the current STIP (i.e., for the **2020** STIP, the share for the period ending **2023-24**). Beyond that, as described in Section 61, the Commission may include in the STIP either more or less than each region's proportionate share for the new share period. Overall, the Commission may not program more than the available statewide capacity for the STIP period. The RTIP shall identify those projects or project components that it proposes to program within the STIP period from the share for each four-year share period.

    As authorized by Streets and Highways Code Section 188.8(j), a region for a county with a population of less than 1 million may also**,** in its RTIP, ask the Commission to advance an amount beyond its county share for a larger project. The requested advance may not exceed 200 percent of the county share for the four-year share period that extends beyond the current STIP period, as identified in the Fund Estimate. The RTIP will separately identify the project or project components it proposes to program with the advance, following the same display format used for other RTIP projects.

    Any region may, in its RTIP, ask to leave all or part of its county share unprogrammed, thus reserving that amount to build up a larger share for a higher cost project or otherwise to program projects in the county at a later time. The Commission may use funds freed up by these reserves to advance county shares in other counties. The Commission, with the consent of Caltrans, may also consider advancing county shares by reserving a portion of the interregional share until the next county share period.

24. Federal Match. A region may, in its RTIP, propose to program State funds to match federal funds committed to a project. Such projects must meet the eligibility restrictions of the available state funds. For example, a transit project may not use State Highway Account funds as a match to federal funds unless the project is eligible under Article XIX of the California Constitution. The match for rail rolling stock and buses purchases can only be programmed in the STIP if PTA capacity is available ~~or if the project is eligible for Toll Credits~~.

25. Regional Improvement Program Project Eligibility. Except for project planning, programming, and monitoring, all STIP projects will be capital projects (including project development costs) needed to improve transportation in the region. These projects generally

DRAFT

may include, but are not limited to, improving State highways, local roads, public transit (including buses), intercity rail, pedestrian and bicycle facilities, grade separations, transportation system management, transportation demand management, soundwalls, intermodal facilities, and safety. Non-capital costs for transportation system management or transportation demand management may be included where the regional agency finds the project to be a cost-effective substitute for capital expenditures. Other non-capital projects (e.g. road and transit maintenance) are not eligible.

In addition to meeting general program standards, all STIP projects must meet eligibility requirements specific to the STIP's funding sources, the State Highway Account (SHA), which includes both State revenues and Federal revenues, and the Public Transportation Account (PTA). Unless the fund estimate specifies otherwise, a region may propose, in its RTIP, projects to be funded from any of these funding sources, or a combination of them. The Commission will provide and calculate STIP county shares without regard to the individual STIP funding sources.

Except for project planning, programming and monitoring, ~~regional program~~ RTIP nominations will be consistent with the following statutory sequence of priorities for programming from the State Highway Account:

- Safety improvements on transportation facilities other than State highways where physical changes, other than adding new capacity, would reduce fatalities and the number and severity of injuries. (Safety projects on State highways are programmed in the SHOPP, however regions may program safety improvements in their RTIP for STIP programming if timely programming through the SHOPP is not possible because of funding limitations in the SHOPP.)
- Transportation capital improvements that expand capacity or reduce congestion, or do both. These improvements may include the reconstruction of local roads and transit facilities and non-capital expenditures for transportation systems management and transportation demand management projects that are a cost-effective substitute for capital expenditures.
- Environmental enhancement and mitigation, including soundwall projects.

Article XIX of the California Constitution permits the use of State revenues in the SHA only for State highways, local roads, and fixed guideway facilities.

Article XIX of the California Constitution restricts transit and rail projects that can be funded with nearly all SHA revenues to the "research, planning, construction, and improvement of exclusive public mass transit guideways (and their related fixed facilities), including the mitigation of their environmental effects, the payment for property taken or damaged for such purposes, the administrative costs necessarily incurred in the foregoing purposes, and the maintenance of the structures and the immediate right-of-way for the public mass transit guideways, but excluding the maintenance and operating costs for mass transit power systems and mass transit passenger facilities, vehicles, equipment, and services."

DRAFT

Additionally, SHA revenues may not be expended for these purposes "unless such use is approved by a majority of the votes cast on the proposition authorizing such use of such revenues in an election held throughout the county or counties, or a specified area of a county or counties, within which the revenues are to be expended."

This means, for example, that rail rolling stock and buses may be funded only from the Federal revenues in the STIP. For such projects, the non-Federal match (generally a minimum of **11.47%)** can only be programmed in the STIP if PTA capacity is available. If no PTA capacity is available, the match will have to be provided from a non-STIP source.

It is the continuing intent of the Commission that rehabilitation projects, excluding maintenance, on the local streets and roads system remain eligible for funding in the STIP. Proposed projects on local highways functionally classified as local or as rural minor collector (non federal-aid eligible) are also eligible for STIP funding. However, programming of projects on non federal-aid eligible routes shall be limited to availability of state only funding as determined by the Commission.

Pursuant to Streets and Highways Code Section 100.15, any new capacity increasing project or a major street or highway lane realignment project proposed in an RTIP and ITIP shall demonstrate that reversible lanes were considered for the project. The lead agency shall demonstrate that reversible lanes were considered when submitting the project's environmental documents for consideration of future funding.

26. Federalizing Transit Projects. In accordance with Federal statutes and regulations, federal highway funds programmed for transit projects must be transferred from the Federal Highway Administration to the Federal Transit Administration (FTA) for administration when the project or project component is ready to be implemented. In order to facilitate the transfer and timely use of funds, the Commission encourages the implementing agency or fund applicant to submit grant applications to FTA requesting a grant number and tentative approval of project eligibility prior to requesting Commission allocation of funds.

    Transit related projects such as parking structures and multi-modal stations should also be transferred to FTA for administration. However, on an exception basis, FHWA will administer the funds and a grant application and fund transfer will not be necessary. Proposed exceptions should be discussed and agreed to with Caltrans and FHWA prior to programming the project in the STIP and documented in the PSR equivalent and project fact sheet.

27. Increased STIP Funding Participation. An RTIP may propose, from the county share, to increase a project's STIP funding to replace local funding already committed, provided that the local funding has not been and will not be expended or encumbered under contract prior to the Commission's allocation of STIP funds. The proposal will include the revised basis for cost sharing, as specified in Section 49 of these guidelines.

    In those instances when any regional agency seeks additional STIP funding for a previously programmed project and the projected funding increase exceeds any increase in the estimated cost of that project, the board of such regional agency, by resolution of a majority of board members, shall declare in writing that the increase in the STIP funding is not for the purpose

DRAFT

of "back-filling" other non-STIP funds previously committed to the capital project which have already been, or in the future will be, redirected to non-capital activities and purposes.

28. Pooling of County Shares. Two or more regional agencies may agree to consolidate their county shares for two consecutive county share periods into a single county share for both periods. A pooling agreement will become effective for a county share period if each regional agency adopts a resolution incorporating the agreement and submits it to the Commission with its RTIP. Similarly, SACOG may pool the shares of any counties in its region by adopting a resolution and submitting it with its RTIP.

As an alternative to pooling, two regional agencies may agree to accomplish the same purpose by agreeing to a loan of a specified dollar amount from one region's county share to the other during a STIP period, with the loaned amount to be returned in the following county share period. A regional agency, in its RTIP, may also propose to contribute all or a portion of its current county share for the programming of a project located in another county.

The Metropolitan Transportation Commission (MTC) may pool its county shares for a STIP period by adopting a resolution and submitting it with its RTIP, provided that the amount of any county share advanced or reserved is not more than 15 percent of the county share identified in the Fund Estimate.

29. Consistency with Land Use Plans and Congestion Management Programs. Projects included in the regional program shall be consistent with the adopted regional transportation plan, which state law requires be consistent with federal planning and programming requirements. The federal requirements (23 U.S.C. 134) include factors to be considered in developing transportation plans and programs, including the likely effect of transportation policy decisions on land use and development and the consistency of transportation plans and programs with the provisions of all applicable short- and long-term land use and development plans.

Congestion Management Programs (CMPs) prepared by counties not electing to be exempted from CMP requirements pursuant to Section 65088.3 of the Government Code shall be incorporated by the Regional Agency into the appropriate RTIP prior to its adoption and submittal to the Commission, pursuant to Government Code Section 65089.2. Projects included in the adopted RTIP shall be consistent with the capital improvement program of the CMP. Projects not in the approved CMP shall not be included in the RTIP unless identified and listed separately.

## V. Interregional Improvement Program:

30. General. The interregional improvement program consists of STIP projects funded from the interregional program share, which is 25% of new STIP funding. Caltrans will nominate a program of projects for the interregional share in its interregional transportation improvement program (ITIP). The interregional program has two parts:

(a) The first, funded from up to 10% of new STIP funding, is nominated solely by Caltrans in the ITIP. It is subject to the north/south 40%/60% split and otherwise

DRAFT

may include projects anywhere in the State. The projects may include State highway, intercity passenger rail, mass transit guideway, or grade separation projects. Non-capital costs for transportation system management or transportation demand management may be included where Caltrans finds the project to be a cost-effective substitute for capital expenditures.

(b) The second part, funded from at least 15% of new STIP funding, is not subject to the north/south split. It is limited to intercity rail projects (including Amtrak feeder bus, interregional commuter rail and grade separation projects) and to improvements outside urbanized areas on interregional road system routes (which are specified in statute). At least 15% of the 15% (or at least 2.25% of new STIP funding) must be programmed for intercity rail projects, including interregional commuter rail and grade separation projects.

Under restricted circumstances, an RTIP may also recommend a project for funding from the second part, described in paragraph (b). See Section 32 of these guidelines.

31. Submittal of Caltrans ITIP. After consulting with regional agencies and other local transportation authorities, Caltrans shall submit its draft ITIP to the Commission no later than October 15 of each odd numbered year. Two hearings, one in the south and one in the north, will be held by November 15 to provide opportunity for public input regarding projects proposed in the ITIP. Caltrans shall submit its final ITIP, including a summary of the major comments received at the hearings and responses to those comments, to the Commission no later than December 15 of each odd numbered year. At the same time, Caltrans will transmit a copy of the ITIP to each regional agency. The ITIP will include programming proposals from the interregional share for the five-year STIP period. These proposals may include new projects, program reserves, changes to prior STIP interregional program projects, and the interregional share of proposals for jointly funding new projects or cost increases from county and interregional shares.

The ITIP shall include, for each proposed project, information (including assumptions and calculations) to support an objective analysis of interregional program priorities. That information, based on the project study report, shall include:

- an estimate of total project costs, including mitigation costs and support costs;
- an estimate of the time of completion of project construction;
- an estimate of annual project benefits (at project opening) due to vehicle time savings and vehicle operating costs;
- for road projects, an estimate of annual project benefits (at project opening) due to reductions in fatalities and injuries;
- for rail or Amtrak feeder bus projects, an estimate of the project's impact on ridership and the need for operating subsidies;
- a discussion of the proposed project's impact on other projects planned or underway within the corridor; and
- a description of how the project would implement the interregional strategic plan, including a description of its impact on California's economic growth, the interregional distribution of goods, and the environment.

DRAFT

The ITIP will be posted on the Department's website, with the link provided to the Commission.

32. Regional Recommendations for the Interregional Program. A regional agency may, in its RTIP, recommend improvements outside urbanized areas on interregional road system routes for funding from the interregional share. Interregional road system routes are defined in statute at Streets and Highways Code Sections 164.10 to 164.20, inclusive. By statute, the Commission may program a regional recommendation for the interregional program only if the Commission "makes a finding, based on an objective analysis, that the recommended project is more cost-effective than a project submitted by [Caltrans]." The Commission cautions regions, especially those with priority needs in both urbanized and nonurbanized areas, that nonurbanized area projects of highest regional priority should be proposed in the RTIP from the county share. The interregional program is not a nonurbanized area program, and the Commission does not intend to use the interregional program to meet most State highway needs in nonurbanized areas. The Commission anticipates programming regional recommendations for funding from the interregional program only when a recommended project constitutes a cost-effective means of implementing the interregional transportation strategic plan (see Section 34 of these guidelines).

Any regional recommendation for the interregional program shall be made in the RTIP and shall be separate and distinct from the RTIP proposal for programming from the county share(s). Each project nominated in this way must constitute a useable segment of highway. The nomination must be to fund the project fully through the interregional program. The nomination may not be part of a proposal for joint funding between the regional and interregional programs. Joint funding proposals may be made only in concert with Caltrans, with the region proposing the county share in its RTIP and Caltrans proposing the interregional share in the ITIP.

An RTIP proposal for interregional funding should be accompanied by information (including assumptions and calculations) to support the objective analysis that the Commission must make before it can program the project. That information, based on the project study report, shall include:

- an estimate of total project costs, including mitigation costs and support costs;
- an estimate of the time of completion of project construction;
- an estimate of annual project benefits (at project opening) due to vehicle time savings and vehicle operating costs;
- for road projects, an estimate of annual project benefits (at project opening) due to reductions in fatalities and injuries;
- for rail or Amtrak feeder bus projects, an estimate of the project's impact on ridership and the need for operating subsidies;
- a discussion of the proposed project's impact on other projects planned or underway within the corridor; and
- a description of how the project would implement the interregional strategic plan, including a description of its impact on California's economic growth, the interregional distribution of goods, and the environment.

DRAFT

33. Regional Transportation Plan. Projects included in the interregional program shall be consistent with the relevant adopted regional transportation plan(s).

34. Interregional Program Objectives. The Commission envisions an interregional improvement program that works toward achievement of the following six objectives:

- Provide access for people and goods to and through all regions of California.
- Ensure that the interregional transportation system is reliable and efficient for the movement of people, goods, services and emergency response.
- Develop and operate a safe interregional transportation system for all travelers by improving public safety and security.
- Optimize multi-modal connectivity throughout the interregional transportation system for all people.
- Improve interregional connectivity to enhance California's diverse economy.
- Improve and manage California's interregional transportation system in an environmentally sensitive, economical and equitable manner that fosters livable and healthy communities and promotes social equity.

The Caltrans ITIP shall be based on the ITSP for implementing the interregional program, adopted within the prior 5 years. The ITSP should address development of multi-modal corridors including both the interregional road system and intercity rail in California, and it should define a strategy that extends beyond the STIP. The ITIP shall describe how proposed projects relate to the ITSP and how the proposed projects would implement the objectives listed above. The Commission will evaluate the ITIP and any regional recommendations for the interregional program in the light of these objectives and the ITSP.

The interregional improvement program will include both State highway and rail projects (potentially including mass transit guideway and grade separation projects).

For State highways, the interregional program should emphasize an interregional transportation system that provides:

- access to and through or around all regions of California; and
- access to California's major interstate and international gateways, including interstate and international border crossings, international airports, and seaports.

The Commission expects the identification and selection of State highway projects for the interregional program to be based on consideration of cost in relationship to the following benefits, with higher priority given to projects with greater net benefit for the investment made:

- traffic safety, including the potential for reducing fatalities and injuries;
- reduced travel time and vehicle operating costs for interregional travel;
- economic benefits to California of expanding interregional commerce through faster and more reliable access between markets; and

DRAFT

- economic benefits to California of expanding interstate and international trade and commerce through faster and more reliable access to California's international airports and seaports.

Commerce includes the movement of people and goods for any economic purpose. It may include extractive industries (such as mining, agriculture, or timber) or recreation.

There is no expectation that STIP interregional improvements will be evenly spread across the State, and the spreading of funding among regions is not a Commission objective for the interregional program. The Commission does encourage Caltrans and smaller regions (generally with populations less than 250,000) to consider and seek formation of partnerships to jointly fund projects on the interregional road system for the mutual benefit of the region and the state.

For rail, the interregional program should emphasize:

- the preservation and improvement of the existing system of State-sponsored intercity passenger rail and Amtrak feeder bus routes, including compliance with safety and accessibility standards and protection of the State's investment in equipment;
- the reduction of the system's dependence on State operating subsidies;
- the improvement of other passenger rail access between major urban centers, airports and intercity rail routes;
- the use of rail grade separations to improve service reliability for both intercity passenger rail and interregional goods movement; and
- coordination and connectivity with the State's planned high-speed rail system.

The Commission expects the identification and selection of rail capital projects for the interregional program (including Amtrak feeder bus, interregional commuter rail and grade separations) to be based on consideration of cost in relationship to the following benefits, with higher priority given to projects with greater net benefit for the investment made:

- reduced intercity rail running times and operating costs (which may increase demand and reduce the need for operating subsidies);
- improved intercity rail schedule frequency and reliability (which may increase demand and reduce the need for operating subsidies); and
- economic benefits to California of promoting trade and commerce by creating faster and more reliable highway or rail access to markets, including access to California's international airports and seaports;

For either highways or rail, Caltrans and the Commission may evaluate a project as part of a series of related projects in the same location or corridor. The evaluation may consider the costs and benefits of the projects as a group. All projects in the group should be included in the ITSP for near term funding, whether or not proposed for the STIP.

Where a potential interregional program project may provide substantial local benefits, it is appropriate that costs be divided between the regional and interregional programs. In this

DRAFT

case, the evaluation of the project for the interregional program should be based on the interregional program cost share in relationship to the benefits described in this section.

Pursuant to Streets and Highways Code Section 100.15, any new capacity increasing project or a major street or highway lane realignment project proposed in an RTIP and ITIP shall demonstrate that reversible lanes were considered for the project. The lead agency shall demonstrate that reversible lanes were considered when submitting the project's environmental documents for consideration of future funding.

35. Bicycle and Pedestrian Projects in the ITIP. Bicycle and pedestrian projects may be programmed by Caltrans in the ITIP as these projects are eligible for either State Highway Account or Federal funds.

Caltrans may include in the ITIP a bicycle and pedestrian project that relates to the interregional surface transportation of people or goods or that is a capital outlay project of statewide benefit and interest. The project should provide an alternative to travel on a State highway that is part of the interregional road system or provide access to a state or national park or to an interregional surface transportation facility.

36. Projects and Reserves. The ITIP shall include a complete proposal for the programming of the STIP interregional share which complies with the various statutory restrictions, including: the two parts described in Section 30 of these guidelines (the 10% and 15% parts), the north/south split of the first part, and the 2.25% intercity rail minimum of the second part. Any portion of the interregional share that is not proposed for a specific project may be proposed as a reserve for future programming. This may include reserves of any kind, including a proposal to reserve a portion of the interregional share for the next share period in order to free up funding for county share advances.

## VI. Advance Project Development Element:

37. Fund Estimate for Advance Project Development Element. Each fund estimate will identify an amount available pursuant to subdivision (c) of Section 14529.01 of the Government Code for the STIP Advance Project Development Element (APDE), with county and interregional shares identified separately. These APDE amounts are independent of the amounts identified as regular programming capacity.

38. Programming of APDE County and Interregional Shares. Regions and Caltrans may propose projects from their respective county and interregional APDE shares in the RTIPs and ITIP, and they may propose joint regional and interregional APDE funding for a project. The proposal and adoption of projects will be the same as for other STIP projects, except that projects to be programmed through the APDE are limited to the two STIP project development components: (1) environmental and permits and (2) plans, specifications, and estimates. Projects may not be programmed through the APDE if they are simultaneously programmed for acquisition of right-of-way (including support) or construction from regular STIP programming capacity. Project development work already programmed in the STIP may not be shifted to the APDE.

DRAFT

39. Program Year. APDE projects will be proposed for programming and adopted into the STIP and allocated in the same manner as other STIP projects any of the STIP's five fiscal years. APDE local projects, when programmed, are subject to the STIP's timely use of funds provisions.

40. Program Amendments. APDE projects may be amended into the STIP at any time in the same manner as other STIP amendments. The amendments will identify the county or interregional APDE share from which the projects are to be funded.

41. Effect on Regular County and Interregional Shares. APDE programming will be treated as an advance of regular future county or interregional share, although every county, including a county in a region over 1 million population, is eligible for APDE programming. If all or a portion of any county or interregional APDE share is not programmed, that amount will become available to program for any STIP purpose in the next STIP. Amounts that are programmed in the current STIP from an APDE share will be deducted from the regular county or interregional share for the next STIP. The Fund Estimate for the next STIP will include a new APDE fund estimate with new county and interregional APDE shares.

42. APDE Shares May Not Be Exceeded. The programming of a county or interregional APDE share may not exceed the amount identified in the Fund Estimate. A county or interregional APDE share may not be loaned or advanced. However, regional agencies that have agreed to pool their regular county shares (Section 28 of these guidelines) may also pool their APDE shares. Any region may choose to program project development work from its regular STIP county share.

## VII. Display of Project Descriptions and Costs:

43. Project Description. The STIP will include the following information for each project, which shall be included in the RTIP or ITIP proposing the project:

(a) The name of the agency responsible for project implementation.

(b) The project title, including a brief nontechnical description of the project location and limits (community name, corridor**,** street name, etc.), and a phrase describing the type and scope of the project. By definition, the Commission will regard the limits for a rehabilitation project on local streets and roads as including adjacent or nearby streets and roads, thus providing greater flexibility in project scope.

(c) A unique project identification number (PPNO) provided by Caltrans.

(d) For projects on the State highway system, the route number and post-mile ~~(or post-kilometer)~~ limits. **For local projects not in the State highway system, the GPS coordinates (longitude and latitude) and cross streets should be identified.**

(e) Any appropriate funding restriction or designation, including projects eligible for Public Transportation Account funding, projects requiring state-only funding, or projects requiring Federal funds. Agencies proposing projects requiring state-only funding (including local street and road projects not eligible for federal-aid) should recognize that the availability of state-only funding may be limited.

DRAFT

(f) Total project cost, including the source and amounts of local or other non-STIP funds, if any, committed to the project. **Every project programmed in the STIP, new or carry-over project from prior STIP, shall include a current funding plan (for existing projects, a revised Project Programming Request Form).**

(g) A map showing the project location and corridor.

44. State-only Funding. **All projects must follow the Federal-Aid Funding Guidelines as adopted by the Commission for state-only funding.** The Commission will assume that all projects will be qualified for Federal transportation funding unless the RTIP or ITIP designates otherwise. Whenever a region designates a project to be programmed for State-only (non-Federal) funding, the RTIP will explain the reason for this designation. The Commission will not program a State highway project for state-only without consulting with Caltrans. Projects programmed without state-only designation and later proposed for state-only funding allocations will be subject to Caltrans recommendation for exception to federal funding prior to Commission approval as described in Section 64 of these guidelines.

45. Project Fact Sheets. For each project proposed for new STIP funding, the RTIP or ITIP will include a project fact sheet that includes the information displayed in Appendix A of these guidelines. All regional agencies proposing funding for rail transit projects will include full funding plans with the RTIP, as described in Section 15 of these guidelines.

46. STIP Database. Caltrans is responsible for developing, upgrading and maintaining an electronic database record of the adopted STIP and Commission actions that amend the STIP. Caltrans will publish the STIP record within 75 days of the STIP adoption and make copies available to the Commission and to the regional agencies. To facilitate development, analysis and management of the STIP, Caltrans will provide the Commission and the regional agencies appropriate access to the STIP database as soon as possible. After a regional agency's access to the database is established, a regional agency will develop its RTIP submittals to the Commission utilizing the STIP database.

47. Cost Estimates for Project Components. For each project proposed for programming, the RTIP or ITIP shall list costs separately for each of the 4 project components: (1) environmental studies and permits; (2) preparation of plans, specifications, and estimates, (3) right-of-way, and (4) construction. For the right-of-way and construction components on Caltrans projects, the RTIP or ITIP shall list separate costs for Caltrans support and for capital outlay. For Caltrans projects, that brings the total to 6 project cost components.

For each project component, the amount programmed shall be escalated to the year proposed for programming, based on the current cost estimate updated as of November 1 of the year the RTIP or ITIP is submitted. The standard escalation rate for the STIP shall be the rate specified in the fund estimate for the STIP. Caltrans or a region may elect to use alternative escalation factors for right-of-way or other costs as it deems appropriate. STIP costs and non-STIP costs will be displayed separately. For Caltrans implemented projects programmed in an RTIP, Caltrans shall provide the region with cost updates at least 90 days prior to the date RTIPs must be submitted to the Commission.

DRAFT

When project design, right-of-way or construction are programmed before the sponsoring agency completes the environmental process, updated cost estimates shall be submitted in the RTIP or ITIP in the STIP cycle following completion of the environmental process. Cost estimates for project components that are programmed and that have not been allocated shall be updated, as needed, based on the most current cost information during every STIP cycle.

Where a project or project component will be funded from multiple county shares or jointly from the interregional share and a county share, the amounts programmed from the different shares will be displayed separately. Amounts programmed for any component shall be rounded to the nearest $1,000. For jointly funded projects, the county share or ITIP share contribution programmed for a component shall each be rounded to the nearest $1,000.

48. Authority and Responsibility. For projects on the State highway system, only cost estimates approved by the Caltrans Director or by a person authorized by the Director to approve cost estimates for programming will be used. For other projects, only cost estimates approved by the Chief Executive Officer or other authorized officer of the responsible local implementing agency will be used.

49. Basis for Cost Sharing. Where a project or project component is to be funded from both STIP and non-STIP sources, the project fact sheet submitted with the RTIP or ITIP shall indicate whether the programming commitment is for a particular dollar amount, a particular percentage of total project cost, or a particular element or item of work.

Where a project or project component is to be jointly funded from the interregional share and a county share or funded from multiple county shares, the project fact sheet submitted with the RTIP and/or ITIP shall indicate the basis to be used for apportioning cost increases or decreases between the shares.

In the absence of an alternate cost sharing arrangement approved by the Commission at the time of allocation, project costs, including increases and savings, will be apportioned in the same percentages as programmed.

Where a project is funded from both STIP and non-STIP sources and where the Commission has approved non-proportional spending allowing for the expenditure of STIP 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 until all other funds committed to the project have been expended.

Where a project is delivered using an alternative delivery method (e.g. PPP), with operation and maintenance included, the operation and maintenance shall not be funded from the STIP or subject to cost sharing requirements of this section.

50. Program Year for Cost Components. The cost of each project cost component will be listed in the STIP no earlier than in the State fiscal year in which the particular project component can be delivered, as described below.

DRAFT

(a) Project development.

(1) Local agency project development costs for environmental studies and permits will be programmed in the fiscal year during which environmental studies will begin. The fiscal year during which the draft environmental document is scheduled for circulation will be identified in the STIP. Costs for the preparation of plans, specifications, and estimates will be programmed in the fiscal year during which this work will begin. Local agency costs for environmental studies and design may be listed in different fiscal years, where appropriate.

(2) Caltrans project development costs for environmental studies and permits will be programmed in the fiscal year during which the environmental studies begin. The fiscal year during which the draft environmental document is scheduled for circulation will be identified in the STIP. Costs for the preparation of plans, specifications and estimates will be programmed in the fiscal year during which this work will begin. Caltrans will report, outside the STIP, on year by year expenditures for project development components.

(b) Right-of-way. Right-of-way costs, including Caltrans support costs, will be programmed in the fiscal year during which right-of-way acquisition (including utility relocation) contracts will first be executed.

(c) Construction. Construction costs, including Caltrans construction support costs, will be programmed in the fiscal year during which construction contracts will be advertised. All construction costs that are included in or related to a single construction contract should be listed in one fiscal year, regardless of the length of time over which construction costs will be paid. Projects requiring separate construction contracts should be listed separately for the STIP, even if they are corridor projects grouped for project development and right-of-way programming, as described in Section 58 of these guidelines.

51. Escalation Adjustments. All projects will count against share balances on the basis of their fully escalated (inflated) costs. All project RTIP and ITIP nominations shall therefore be at costs escalated to the year in which project delivery is proposed (see Sections 47 and 50 of these guidelines). Cost estimates for project components that are programmed and that have not been allocated shall be updated, as needed, based on the most current cost information during every STIP cycle. A revised fact sheet (per appendix A) shall be submitted for every updated project. Commission staff may make further escalation adjustments, in consultation with Caltrans and regions, in making its staff recommendations and in developing the STIP (see Section 63 of these guidelines). Ordinarily, the Commission will apply escalation adjustments only to Caltrans construction costs, not to right-of-way, project development, or local grant projects.

52. Prior Costs for Grandfathered 1996 STIP Projects. For every Caltrans project that will be carried forward to the 1998 STIP, Caltrans will identify the amount of its expenditures for right-of-way (including support) and for project development through the 1997-98 fiscal year. These amounts, when added to the amounts remaining and programmed for the 1998

DRAFT

STIP period, will form the project component base cost for the purpose of share balance tabulations and adjustments, as described in Sections 53-58 of these guidelines.

## VIII. Share Balances and Adjustments:

53. Long-term balances. The Commission, with assistance from Caltrans and regional agencies, will maintain a long-term balance of county shares and the interregional share, as specified in Streets and Highways Code Section 188.11. The Commission will make its calculation of the cumulative share balances, as of the end of the preceding fiscal year, available for review by Caltrans and regional agencies by August 15, each year.

54. Local Grant Projects. For the purpose of share balances, the costs counted for local grant projects (all project work not implemented by Caltrans) will be the amounts actually allocated by the Commission. No adjustment will be made after the allocation vote for any amount not expended by the local agency. In order to provide a degree of flexibility to local agencies in administering projects, allocated funds may be shifted between project components to accommodate cost changes within the following limits:

- Any amount that is allocated to a local agency for environmental studies and permits may also be expended by that agency for plans, specifications, and estimates. Any amount that is allocated to a local agency for plans, specifications, and estimates may also be expended by that agency for environmental studies and permits.
- Additionally, a local agency may expend an amount allocated for project development, right of way, or construction for another project component, provided that the total expenditure shifted to a component in this way is no more than 20 percent of the amount actually allocated for either component. This means that the amount transferred by a local agency from one component to another may be no more than 20 percent of whichever of the components has received the smaller allocation from the Commission.

Shifting of allocated funds between components will not impact county share balances. County share balances will be based on actual amounts allocated for each component.

55. Construction. For the purpose of share balances, the costs counted for Caltrans construction projects are the engineer's final estimate presented to the Commission for allocation vote.

At the request of Caltrans, and with the approval of the regional agency for the county share, the Commission may approve a downward adjustment of the allocation vote if the construction contract award allotment is less than 80 percent of the engineer's final estimate. The Department should make its request by letter to the Commission no later than 3 months after the construction contract award date.

No other adjustment will be made after the allocation vote for the award amount or for changes in expenditures except where the Commission votes a supplemental allocation during or following construction. No adjustment will be made for supplemental allocations made by Caltrans under the authority delegated by Commission Resolution G-12, except that when a Commission supplemental vote is larger than it otherwise would have been because

DRAFT

of a prior G-12 rescission (negative G-12) made by Caltrans, the effect of the negative G-12 will be excluded when counting the Commission's supplemental vote for the purpose of share balances. Where a project has not been voted, the programmed amount will be counted.

56. Construction Support. For the purpose of share balances, the costs counted for Caltrans construction support is the amount identified and presented to the Commission for allocation vote. No other share adjustment will be made for cost differences that are less than 120% of the Commissions original allocation. No adjustment will be made for supplemental allocations made by Caltrans under the authority delegated by Commission Resolution G-12. For costs equal to or greater than 120% of the Commission's original allocation, the Commission shall require a supplemental allocation, the full amount of which shall be counted for purposes of share balances.

57. Right-of-Way. For the purpose of share balances, the costs counted for right-of-way on Caltrans projects, including right-of-way support costs, are the amounts programmed for right-of-way in the STIP. No adjustment will be made for cost differences that are within 20 percent of the amount programmed for right-of-way reported at time of construction allocation, and/or at time of contract acceptance. This flexibility is intended to facilitate the tracking of share balances and is not intended to be permission to overspend a project budget.

    For projects that achieve right-of-way certifications 1 or 2 at time of Commission construction allocation, costs will be counted at time of vote. For projects with a right-of-way certification other than 1 or 2, the reporting of the final estimate may be deferred until right of way certification is updated. In no case shall this deferral exceed 12 months.

    To encourage accurate estimates and minimize the manipulation of share balances, the Commission will consider STIP amendments for project right-of-way costs only in conjunction with the statewide review of right-of-way costs in the annual right-of-way plan.

58. Project Development. For the purpose of share balances, the costs counted for Caltrans project development are the amounts programmed for both environmental studies and permits, and preparing plans, specifications, and estimates. No adjustment will be made for cost differences that are within 20 percent of the amount programmed for project development at time of construction allocation. This flexibility is intended to facilitate the tracking of share balances and is not intended to be permission to overspend a project budget. To encourage accurate estimates and minimize the manipulation of share balances, the Commission will consider STIP amendments for project development only when the change in total project development costs is 20 percent or more or when changes in project development costs are the result of STIP amendments to change the scope of the project.

59. Federal Earmark Funds. Federal funds earmarked for specific projects that are not subject to federal obligation authority or are accompanied by their own obligation authority, either individually or by project group ~~(such as those specified in the federal SAFETEA-LU authorization act of 2005)~~, are not included in the Fund Estimate or programmed in the STIP. Because these funds are made available outside the STIP, they do not count against county or interregional shares. If the sponsor or implementing agency for the earmarked project seeks RTIP or ITIP funding to match the federal earmark funds or to complete funding for

DRAFT

the project, the project becomes a STIP project and the earmark funds are treated as non-STIP funds.

If federal earmark funds become available for projects already programmed in the STIP, the earmark funds may be used in one of three ways. If the STIP project is not fully funded, the earmark funds may be used to help fully fund the project. If the project is fully funded, the earmark funds may be used to increase the scope of the project or they may be used to supplant the state or local funds already committed to the STIP project. If committed funds are supplanted by earmark funds, the beneficiary of the tradeoff will be as follows: For projects funded with county share or local funds, the county share and or local fund will be credited with the benefit. For projects funded with interregional share funds, the interregional share will be credited with the benefit. For projects that are jointly funded, the interregional share, the county share and or the local fund will each be credited with the benefit in proportion to their respective funding commitments in the STIP project.

The Commission advises sponsors and implementing agencies for earmark projects that earmark funds are limited in availability for each specified project, or for groups of projects, to annual obligation authority and to annual allocation percentages specified in federal statutes. This means that the full amount of federal earmark funds specified in federal statute may not be available for the project at the time of planned implementation. These limitations shall be taken into account when determining the amounts of earmark funds available for the options described in the previous two paragraphs.

## IX. Commission Action and Adoption:

60. Commission Action on RTIP Proposals. The Commission will include all RTIP projects nominated from the county share for the four-year share period that ends during the current STIP (i.e., the period ending in **2023-24** for the **2020** STIP) unless the Commission finds that (a) the RTIP is not consistent with these guidelines, (b) there are insufficient funds to implement the RTIP, (c) there are conflicts with other RTIPs or with the ITIP, (d) a project is not in an approved CMP or is not included in a separate listing in the approved RTIP as provided by Government Code 65082**,** or (e) the RTIP is not a cost-effective expenditure of State funds. In making its finding, the Commission will consider the cost-effectiveness evaluation of the RTIP submitted by the region as required in Section 19 of these guidelines. If a region nominates only projects with uncommitted funds (see Section 15) for the four-year share period that ends during the current STIP, the Commission may view the RTIP as not a cost-effective use of state funds if there is a significant risk of the projects not receiving the funding commitments. The Commission may also make its own evaluation based on the criteria in Section 19 of these guidelines. If the Commission makes one of those findings, it may reject the RTIP in its entirety. For the 6-county SCAG area, the Commission will incorporate or reject each county's RTIP separately. For MTC and SACOG, the Commission will incorporate or reject the multicounty RTIP in its entirety. For any counties that choose to pool county shares, the Commission will incorporate or reject the counties' RTIPs together.

If the Commission proposes to reject an RTIP, it will provide notice to the regional agency not later than 60 days after the date it receives the RTIP. The Commission's Executive

DRAFT

Director may provide the notice by letter; the notice does not require formal Commission action. The notice will specify the factual basis for the proposed rejection. The Commission will act on the proposed rejection of an RTIP no later than the adoption of the STIP. No later than 60 days after the Commission rejects an RTIP, it will hold a public hearing on the RTIP in the affected region unless the regional agency proposes to waive the hearing and submit a new RTIP. Whenever the Commission rejects an RTIP, the regional agency may submit a new RTIP. Unless the new RTIP is rejected in the same manner, it will be incorporated into the STIP as a STIP amendment. This amendment will not require a separate 30-day public notice if the new RTIP is limited to projects considered in the STIP hearings or in a public hearing on the proposed RTIP rejection.

The Commission may also program projects proposed in the RTIP for funding from the estimated county share for the four-year share period that extends beyond the current STIP (in the **2020** STIP this is the share period ending **2027-28**) or from advances against future share periods. A decision by the Commission not to program any of these proposed projects does not constitute or require a rejection of the RTIP. Any portion of the county share for the four-year period that is not programmed in the current STIP will remain available for programming within the same period in the following STIP.

61. Commission Action on Advances and Reserves. In selecting projects for funding beyond the county share for the share period that ends during the current STIP, including advances, the Commission intends to consider regional agency priorities and the extent to which each RTIP includes:

- projects consistent with Governor's Executive Order B-30-15 (based on documentation submitted in the RTIP);
- projects that implement a cost-effective RTIP, giving consideration to the evaluation submitted as required by Section 19 of these guidelines;
- projects that complete or fund further components of projects included in the prior STIP;
- grandfathered projects from the 1996 STIP;
- projects within the corridor that meet identified State highway and intercity rail improvement needs as described in Section 20;
- projects that leverage federal discretionary funds
- projects that leverage discretionary local funds that would otherwise not be spent for a transportation related purpose; and
- projects that provide regional funding for interregional partnership projects.

If the Commission approves a region's request to advance an amount beyond its county share for the four-year period to program a larger project, the advance will be deducted from the county share for the following county share period. If the Commission does not approve the advance and does not program the project or project components that the RTIP proposed to program with the advance, the Commission will reserve any portion of the county share that is thereby left unprogrammed until the next STIP. This action will not require a rejection of the entire RTIP.

An RTIP request to reserve part or all of a county share until the next STIP or county share period will free up current period funding that the Commission may use to advance county

DRAFT

shares in other counties. The Commission, with the consent of Caltrans, may also consider advancing county shares by reserving a portion of the interregional share until the next county share period.

62. Commission Action on Interregional Program. The Commission will program the interregional share of the STIP from projects nominated by Caltrans in its ITIP or alternative recommendations made by regions in their RTIPs. By statute, the Commission may program a regional recommendation for the interregional program only if the Commission "makes a finding, based on an objective analysis, that the recommended project is more cost-effective than a project submitted by [Caltrans]." The Commission may decline to program any project it finds inconsistent with these guidelines or not a cost-effective expenditure of State funds. In making its finding, the Commission will consider the cost-effectiveness evaluation of the ITIP submitted by Caltrans as required in Section 19 of these guidelines. The Commission may also make its own evaluation based on the criteria in Section 19 of these guidelines. After a review of the nominated projects, the Commission may elect to leave a portion of the interregional share unprogrammed and reserved for later interregional programming or, with the consent of Caltrans, may reserve a portion of the interregional share for the next share period in order to free up funding for county share advances.

63. STIP Respreading of Projects. The Commission may program projects, project components and project reserves in fiscal years later than the fiscal years proposed in the RTIP or ITIP if the Commission finds it necessary to do so to insure the total amount programmed in each fiscal year of the STIP does not exceed the amount specified in the fund estimate as required by Section 14529(e) of the Government Code. In that case, the Commission will compare all projects nominated for the year(s) from which projects will be postponed, giving consideration to (1) regional priorities and the leveling of regional shares across the STIP period, and (2) the availability of PTA or other restricted funds by fiscal year.

## X. STIP Management:

64. Allocation of Funds. The Commission will consider allocation of funds for a project or project component when it receives an allocation request and recommendation from Caltrans. The Commission will only consider an allocation of construction and/or construction support funds to projects that are ready to advertise. For ready to advertise projects, the Commission expects Caltrans to certify that a project's plans specifications and estimate (PS&E) is complete, environmental and right-of-way clearances are secured, and all necessary permits and agreements (including railroad construction and maintenance) are executed. Projects not ready for advertisement will not be placed on the Commission's agenda for allocation approval. All construction allocations, including rail equipment procurements, are valid for six months from the date of allocation unless the Commission approves an extension (see Section 65 regarding timely use of funds).

When requesting an allocation of funds for the right-of-way or construction of a transit or intercity rail project in which the transit or rail operator will not own the improved facility, the request for allocation must be accompanied by a copy of the executed agreement with the facility owner that clearly details the benefits the operator is to receive following the capital improvements.

DRAFT

All allocations will be made in units of $1,000, and all allocation requests shall therefore be in units of $1,000. The 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, or Federal Trust Fund, as well as the fund type within the account including type of federal funds. 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 STIP.

In compliance with Sections **21102 and** 21150 of the Public Resources Code, the Commission may not allocate funds to local agencies for design, right-of-way, or construction prior to documentation of environmental clearance under the California Environmental Quality Act. As a matter of policy, the Commission will not allocate funds to local agencies for design, right-of-way, or construction of a federally funded project prior to documentation of environmental clearance under the National Environmental Policy Act. Exceptions to this policy may be made in instances where federal law allows for the acquisition of right-of-way prior to completion of National Environmental Policy Act review.

All funds allocated are subject to the timely use of funds provision as described in Section 65 of these guidelines.

Projects using design-build or design-sequencing procurement shall be identified at the time of programming or as soon as possible prior to allocation. The allocation may be a combined amount to include design, right-of-way, and construction.

Projects using the Construction Management/General Contractor delivery method should be identified at the time of programming. During the design phase, the Construction Manager/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.

The Commission will consider making an allocation that exceeds the amount programmed in the STIP if a region or the interregional program has an adequate unprogrammed share balance or if the Commission finds it can approve an advance to the county share or to the interregional share. Unallocated amounts are available for allocation until the end of the fiscal year in which they are programmed in the STIP. Funds not allocated are subject to the timely use of funds provisions described in Section 65 of these guidelines.

If a project or project component is ready for implementation earlier than the fiscal year that it is programmed in the STIP, the implementing agency may request an allocation in advance of the programmed year. The Commission may make an allocation in advance of the



DRAFT

programmed year if it finds that the allocation will not delay availability of funding for other projects.

When a local agency (including a transit agency) is ready to implement a project or project component, the agency will submit a request to Caltrans. Caltrans will review the request, prepare appropriate agreements with the agency and recommend the request to the Commission for action. The typical time required, after receipt of the application, to complete Caltrans review, and recommendation and Commission allocation is 60 days. The specific details and instructions for the allocation, transfer and liquidation of funds allocated to local agencies are included in the Procedures for Administering Local Grant Projects in the STIP prepared by Caltrans in consultation with the Commission and regional and local agencies. **Allowable reimbursable costs are eligible for reimbursement only after the Commission approves the allocation.**

Caltrans will report to the Commission semi-annually on expenditures for project development components that have been allocated for locally implemented projects.

**64A. Allocation of Right of Way Capital for Caltrans implemented projects. 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**
- **Agreements for railroad coordination**
- **Preliminary title fees**

**Commitments related to the items listed above are limited to five percent of the overall amount approved in the FY Right of Way Capital Plan.**

**Starting with projects that are programmed for right of way capital in FY 2019-20 or later, projects programmed with right of way capital of $10 million or more must receive Commission approval for project level allocations prior to expenditure of funds.**

DRAFT

**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. If a project is individually allocated and project development fees are expended prior to environmental clearance, those expenditures will be paid from Caltrans' sub-allocation.**

**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 Capital Plan will need to be reported in the quarterly report, including information on how the additional right of way costs will be managed.**

64~~A~~**B**. **SB 184** Reimbursement Allocations. Government Code Section 14529.17, as amended by SB 184 (2007), permits a regional or local agency to expend its own funds for a STIP project, in advance of the Commission's approval of a project allocation, and to be reimbursed for the expenditures subsequent to the Commission's approval of the allocation. However, the statute does not require the Commission to approve an allocation it would not otherwise approve. To qualify for reimbursement of expenditures prior to the Commission's approval of a project allocation, the regional or local agency must submit a project allocation request that includes notice of the agency's intent to expend its own funds for the project prior to the allocation approval. The regional or local agency should submit a copy of the allocation request to the Executive Director of the Commission at the same time it submits the original to Caltrans. The local entity must comply with all legal requirements for the project and any project expenditures, including Federal and State environmental laws. Expenditures for projects programmed for Federal funding still require advance approval of the Federal obligation for the project (E-76). It is important that any local agency intending to take advantage of the reimbursement provisions of Section 14529.17 understand its obligations and the risk that is inherently involved.

Only those expenditures made by or under contract to a regional or local agency for a project that was and is programmed in the STIP are eligible for reimbursement allocations by the Commission. Project expenditures must be in accordance with the STIP at the time of expenditure and at the time of allocation. The following expenditures are not eligible for reimbursement allocations by the Commission:

- expenditures made prior to adoption of the project component in the STIP;
- expenditures made prior to the submittal of the allocation request or prior to the beginning of the fiscal year for which the project is programmed;
- expenditures that exceed the amount that was or is programmed in the STIP for the particular project component;
- expenditures made by Caltrans;
- expenditures made by a regional or local agency for a project component that was or is programmed for Caltrans implementation;

DRAFT

- expenditures made by a regional or local agency on the State highway system, except in accordance with a project-specific cooperative agreement executed between the local agency and Caltrans; and
- expenditures made by a regional or local agency for a project component that was or is programmed for implementation by another regional or local agency, except in accordance with a project-specific agreement between the two agencies.

The Commission will approve reimbursement allocations only if the regional or local agency submits an allocation request prior to the first expenditure and the Commission finds that there was no legal impediment to a Commission allocation, other than lack of State budget authority, at the time of expenditure. If, at the time of the allocation request, the Commission finds that there is a lack of sufficient funding available and that it would otherwise approve the allocation, then the Commission will approve the project for future allocation when funding becomes available. However, even the inclusion of a project in the STIP, the availability of state budget authority, and the lack of specific legal impediment do not obligate the Commission to approve an allocation where the Commission finds that the allocation is not an effective use of state funds, is inconsistent with the Commission's guidelines or policies, or is inconsistent with state or regional plans.

65. Timely Use of Funds. Funds that are programmed for all components of local grant projects or for Caltrans construction and construction support costs are available for allocation only until the end of the fiscal year identified in the STIP. Whenever programmed funds are not allocated within this deadline, the project programming will be deleted from the STIP. The Commission will not make the funds immediately available to the county share or interregional share for reprogramming. The Commission will, however, adjust the share balance to restore the funds in the next county share period.

Funds allocated for local project development, PPM, or right of way costs must be expended by the end of the second fiscal year following the fiscal year in which the funds were allocated. For local grant projects, the local agency must invoice Caltrans for these costs no later than 180 days after the fiscal year in which the final expenditure occurred.

Commission policy is that funds allocated for construction, including intercity-rail projects, or for purchase of equipment must be encumbered by the award of a contract within 6 months of the date of allocation unless the Commission approves an extension as described below.

Federal highway transportation funds programmed and allocated for transit projects are considered obligated and are deducted from the state's federal obligation authority balances as soon as they are transferred to the Federal Transit Administration (FTA) as described in Section 26 of these guidelines. Federal funds for such projects will be considered encumbered and expended upon completion of the fund transfer to FTA. State funds allocated to match the federal funds for such projects will be subject to the timely use of funds provisions described in this section (transit projects may not use State Highway Account revenues unless eligible under Article XIX of the California Constitution). Upon completion of such projects, after notification by FTA of final project costs, the FHWA will adjust obligation records accordingly. Any federal funds which were transferred to FTA but not expended will be rescinded as state highway account revenue with no adjustment to

DRAFT

county shares. Any state match funds which were allocated but not expended will also be rescinded with no adjustment to county shares.

After the award of the contract, the local agency or Caltrans has up to 36 months to complete (accept) the contract. At the time of fund allocation, the Commission may extend the deadline for completion of work and the liquidation of funds if necessary to accommodate the proposed expenditure plan for the project, except for funds allocated for planning, programming and monitoring. Given the flexibility for the use of planning, programming and monitoring funds, time extensions will not be considered for these funds. For local grant projects, the local agency has 180 days after contract acceptance to make the final payment to the contractor or vendor, prepare the final Report of Expenditure and submit the final invoice to Caltrans for reimbursement.

The Commission may extend the deadlines for allocation of funds, for award of a contract, for transfer to FTA, for expenditures for project development or right of way, or for contract completion no more than one time, and only if it finds that an unforeseen and extraordinary circumstance beyond the control of the responsible agency has occurred that justifies the extension The extension will not exceed the period of delay directly attributed to the extraordinary circumstance and will in no event be for more than 20 months.

Except for the allocation of funds, the request to extend the deadline for any of the above must be received by Caltrans 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 as specified in Section 65.

Whenever allocated funds are not encumbered by the award of a contract or transfer to FTA, or expended within the deadlines specified above, all unencumbered, not transferred, or unexpended funds from the allocation will be rescinded. The Commission will not adjust the county or interregional share for any unencumbered balance of the allocation.

Caltrans will provide monthly reports to the Commission on projects which have not been awarded or transferred to FTA within six months of the date of the Commission's allocation.

These provisions for the timely use of funds do not apply to Caltrans project development costs, which the Commission does not allocate, or to Caltrans right-of-way costs.

The Commission will not amend the STIP to delete or change the program year of the funding for any project component programmed in the current fiscal year or earlier except (1) to reprogram funds from a construction project to later mitigation work required for that project, including landscaping or soundwalls, or (2) to reprogram funds from one project to another within an identified multi-modal corridor, as defined in Section 11, **or (3)** where the projects are being delivered using the Construction Management/General Contractor delivery method. In either of these ~~two~~ cases, 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 two types of amendments are adjustments that may be incorporated into the Commission's allocation action. In that case, they do not require the separate notice ordinarily required of STIP amendments.

DRAFT

Where a project or project component will not be ready for allocation as programmed in the current fiscal year, the agency responsible for the project should request an extension of the allocation deadline rather than a STIP amendment.

66. Delivery Deadline Extensions. The Commission may extend a delivery deadline, as described in Section 65, upon the request of the regional agency or the agency responsible for project delivery. No deadline may be extended more than once. However, there are separate deadlines for allocation, for award of a contract, for expenditures for project development or right-of-way, and for project completion, and each project component has its own deadlines. The Commission may consider the extension of each of these deadlines separately.

The Commission may grant a deadline extension only if it finds that an unforeseen and extraordinary circumstance beyond the control of the responsible agency has occurred that justifies the extension. The extension will not exceed the period of delay directly attributable to the extraordinary circumstance and will in no event be for more than 20 months.

All requests for project delivery deadline extensions shall be submitted directly to the appropriate Caltrans district at least 60 days prior to the specific deadline for which the particular extension is requested (e.g., 60 days prior to June 30 to request the extension of allocation deadlines). The extension request should describe the specific circumstance that justifies the extension and identify the delay directly attributable to that circumstance. Caltrans will review extension requests and forward them to the Commission for action. Unlike proposed STIP amendments, extension requests do not require a 30-day notice period.

For each request to extend the deadline to allocate project construction funds, the agency requesting the extension should submit, in conjunction with the request, a project construction STIP history. The request should also identify any cost increase related to the delay and how the increase would be funded. The STIP history should note the original inclusion of project construction in the STIP and each project construction STIP amendment including, for each, the amendment date, the dollar amount programmed for construction, and the scheduled year of construction delivery. It is the Commission's intent to review this history when considering a construction allocation extension request.

67. STIP Amendments. The Commission may amend the STIP at the request of the entity, either Caltrans or the regional agency that originally nominated the STIP project. The Commission will amend the STIP only after providing at least 30 days public notice. Projects proposed by amendment will be subject to the same standards and criteria that apply to RTIP and ITIP proposals. Each amendment will designate from which county share(s) or interregional share the project is being funded, and the Commission will adjust share balances accordingly. An amendment may not create or increase a county share surplus unless the Commission finds that it can approve an advance of the county share (see Sections 23 and 61 of these guidelines).

All regional requests for STIP amendments shall be submitted directly to the appropriate Caltrans district. For each amendment that would delay the year of construction, the agency requesting the amendment should submit, in conjunction with the amendment request, a



DRAFT

project construction STIP history. The request should also identify any cost increase related to the delay and how the increase would be funded. The STIP history should note the original inclusion of project construction in the STIP and each prior project construction STIP amendment including, for each, the amendment date, the dollar amount programmed for construction, and the scheduled year of construction delivery. It is the Commission's intent to review this history when considering a STIP amendment that would delay the year of construction.

Caltrans will review proposed amendments and forward them to the Commission for public notice and action. The Commission encourages Caltrans, in cooperation with regions and Commission staff, to develop and implement a set of procedures to standardize and streamline the amendment process and to enhance the accountability of regions for amendments of projects which are not administered by Caltrans.

An amendment may change the scope, cost or program year of any STIP project, except that the Commission will not amend the STIP:

- to change Caltrans right-of-way costs, except in conjunction with the annual right-of-way plan or to make an adjustment of more than 20 percent in conjunction with the Commission's allocation of project construction funding;
- to delete or change the program year of the funding for any project component after the beginning of the fiscal year for which it is programmed (except for the adjustments at the time of allocation described in Section 65);
- to change Caltrans construction support or project development costs, except when the change in total construction support or project development costs is 20 percent or more unless the cost change is the result of a STIP amendment to change the scope of the project; or
- to change the programming of any funds after they have been allocated.

67A. Approval of AB 3090 Arrangements. Under Government Code Section 14529.7, as amended by AB 3090 (1992), the Commission, the Department, a regional agency, and a local agency may enter into either one of two types of arrangements under which a local agency pays for the delivery of a STIP project with its own funds in advance of the year in which the project is programmed. Under the first type of arrangement, the local agency that advances the STIP project has another project or projects of equivalent value programmed in its place, and these arrangements are implemented by a STIP amendment designating the specified dollar amount for an "AB 3090 replacement project" without identifying the specific project to be implemented as the replacement. Under the second type of arrangement, the local agency that advances the STIP project is programmed to receive a direct cash reimbursement, and those arrangements are implemented by a STIP amendment that gives approval to the Department to execute a reimbursement agreement and programs the reimbursement for the fiscal year in which the project was scheduled in the STIP or a later year.

Scheduled project reimbursements have the highest STIP priority among projects programmed within a fiscal year although reimbursements are subject to the availability of the appropriate fund type. In most cases, reimbursement will be programmed over several



DRAFT

years. Additionally, the Department may pay the reimbursements quarterly if so specified in the reimbursement agreement.

The Commission has adopted separate AB 3090 Reimbursement Guidelines (Resolution G-02-13) that describe specific procedures for reimbursement arrangements. The following is the Commission's policy for the approval of AB 3090 arrangements for either replacement projects or reimbursements.

1. The Commission intends to encourage local agencies who wish to use local funds to advance the delivery of projects programmed for construction in the STIP when State funds are not sufficient to support direct project allocations. In doing so, the Commission will consider the approval of either AB 3090 replacement projects or AB 3090 direct reimbursement arrangements, giving preference to the programming of AB 3090 replacement projects where feasible or to AB 3090 reimbursements using federal funds and the local advance construction process.
2. Where a local agency proposes to use its own funds for early delivery of a project component programmed in the STIP for a future fiscal year, the Commission will consider approval of an AB 3090 replacement project under the following conditions:
    a. The regional agency approves the arrangement.
    b. The local agency has identified a local fund source for the project component, and there is a reasonable expectation that the AB 3090 approval will result in the acceleration of construction delivery of a STIP project.
    c. The local agency commits to award a contract or otherwise begin delivery of the project component within 6 months of the Commission's approval, with the understanding that the arrangement may be cancelled if that condition is not met. AB 3090 arrangements for construction or for purchase of equipment are valid for six months from the date of approval unless the Commission approves an extension.
    d. The STIP amendment approving the arrangement will replace the project component with an unidentified replacement project in the same fiscal year.
3. Where a local agency proposes to use its own funds for early delivery of a project component programmed in the STIP for a future fiscal year, the Commission will consider approval of an AB 3090 reimbursement only when the following additional conditions are met:
    a. The regional agency explicitly finds the project to be the region's highest priority among STIP projects programmed for that fiscal year. A regional agency unable to make such a finding shall, in its request for an AB 3090 reimbursement explain why it is unable to make the finding and the relative priority of the STIP projects programmed for that fiscal year.
    b. The Commission determines that reimbursement would be consistent with the fund estimate.
    c. The source of local funds to be used to deliver the project could not or would not be made available for an AB 3090 replacement project. The request for AB 3090

DRAFT

reimbursement approval shall identify the source of local funds to be used, why the funds would not be available for the STIP project without an AB 3090 direct reimbursement arrangement, and what the funds would be available for if not used for the STIP project.

d. Before approving an AB 3090 reimbursement arrangement, the Commission will consider programming the reimbursement in a later fiscal year, consistent with the project's regional and state priority for funding and the projected availability of funds to support other projects. The Commission will not change the programming of the reimbursement after approval.

e. The Commission will not approve AB 3090 reimbursement arrangements intended solely to protect a project from being reprogrammed or to protect a local agency's share of STIP funding.

4. The Commission will also consider approval of an AB 3090 reimbursement arrangement for a project component programmed in the current fiscal year if there are not sufficient funds currently available to approve a direct allocation. In this case, the AB 3090 approval will schedule the reimbursement for the next fiscal year or a later year. In making a current year request for an AB 3090 reimbursement arrangement, the region shall explain why the project cannot be advanced using a reimbursement allocation (as described in section 64A).

5. In considering approval of AB 3090 reimbursement arrangements, the Commission intends to insure that no more than $200 million in reimbursements is scheduled statewide for any one fiscal year and that no more than $50 million in reimbursements is scheduled for the projects of any single agency or county for any one fiscal year. The Commission intends to evaluate the limit on AB 3090 reimbursements arrangements biennially as a part of the STIP fund estimate and STIP guidelines. A local agency may request the approval of an AB 3090 reimbursement arrangement that exceeds the aforementioned limits. The Commission will consider such requests on a case-by-case basis. In evaluating such requests, the Commission will weigh the impact exceeding the limits might have on the allocation of other STIP projects.

67B. Selection of Projects for GARVEE Bonding. If the fund estimate projects the availability of federal funding for the STIP, the Commission may by STIP amendment select STIP projects proposed from either an RTIP or the ITIP for accelerated construction through GARVEE bonding. With the agreement of the agency that proposed the project, the Commission may designate a STIP project for GARVEE bonding even if the original RTIP or ITIP did not specifically propose GARVEE bonding. The Commission may also select projects programmed in the SHOPP for accelerated construction through GARVEE bonding. The Commission will select projects for GARVEE bonding that are major improvements to 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 current county and interregional shares or the SHOPP on a pay-as-you-go basis. The Commission's expectation is that, generally, these will be projects that require bond proceeds exceeding $25 million. Major improvements include projects that increase capacity, reduce travel time, or provide long-life rehabilitation of key bridges or roadways.

DRAFT

Each bond will be structured for debt service payments over a term of not more than 12 years. In designating projects for bonding and scheduling bond sales, the Commission will give consideration to the overall annual debt service limit of 15 percent of Federal revenues.

GARVEE bonds cover only the Federally-funded portion of a project's cost (generally 88½ percent). GARVEE bonding in California is structured so that the State's future Federal transportation apportionments cover all debt service payments. 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 current STIP and SHOPP capacity. Although local funds may be applied to the non-federal share, the ability of a local agency to contribute non-STIP funding will not be a major criterion in the selection of projects for GARVEE bonding.

68. Project Delivery. It is a Commission policy that all transportation funds allocated through the State be programmed and expended in a timely manner in order to avoid accumulation of excessive fund balances and to avoid lapse of federal funds. It is the Commission's goal that transportation projects programmed against funds allocated through the State be delivered no later than scheduled in the appropriate transportation programming document. For purposes of this goal, delivery means allocation or obligation of funds for the programmed project or project component. For projects delivered by Caltrans, the Commission's delivery goal each fiscal year (FY) is 90% of the projects programmed in each FY and 100% of the funds programmed in each FY. For projects delivered by agencies other than Caltrans the Commission's delivery goal each FY is 90% of the projects programmed in each FY and 95% of the funds programmed in each FY.

Caltrans will provide the Commission with status reports on project delivery in October, January, April and July of each FY for projects to be delivered by Caltrans.

Caltrans and regions will also provide the Commission with a report on completed projects. Caltrans shall report this information at least semiannually. Each regional agency shall, in its RTIP, report on all STIP projects completed between the adoption of the RTIP and the adoption of the previous RTIP. The report shall include a summary, by component and fund type, of the funds programmed, allocated, and expended at the time the construction contract was accepted. For projects with a total cost of $50 million or greater or a total STIP programmed amount (in right-of-way and/or construction) of $15 million or greater, the reports shall also include a discussion of the project benefits that were anticipated prior to construction compared to an estimate of the actual benefits achieved. Caltrans or a regional agency may elect to defer the reporting of project benefits if it believes such a deferral is needed to better assess the project benefits. If reporting is deferred, Caltrans or the regional agency shall include a list of all the projects for which reporting has been deferred and indicate when it anticipates reporting.

Caltrans in consultation with Commission staff, regional agencies and county transportation commissions will develop a format and content requirement for the reports.

DRAFT

## XI. STIP Development Schedule and Procedures:

69. STIP Development Schedule. The following schedule lists the major milestones for the development and adoption of the STIP:

| | |
|---|---|
| Caltrans presents Draft Fund Estimate to the CTC. | By July 15 of odd numbered years. |
| CTC adopts Fund Estimate. | By August 15 of odd numbered years. |
| Caltrans submits draft ITIP | By October 15 of odd numbered years. |
| CTC ITIP hearing, North | By November 15 of odd numbered years. |
| CTC ITIP hearing, South | By November 15 of odd numbered years. |
| Regions submit RTIPs. | By December 15 of odd numbered years. |
| Caltrans submits ITIP. | By December 15 of odd numbered years. |
| CTC STIP hearing, North. | Jan. – Feb. even numbered years. |
| CTC STIP hearing, South. | Jan. – Feb. even numbered years. |
| CTC publishes staff recommendations. | At least 20 days prior to adoption of STIP. |
| CTC adopts STIP. | By April 1 of even numbered years. |

70. ITIP Hearings. Prior to Caltrans' adoption and submittal of the final ITIP, the Commission will hold two hearings, one in northern and one in southern California, to provide opportunity for public input regarding projects proposed in the ITIP.

71. STIP Hearings. Prior to the adoption of the STIP, the Commission will hold two STIP hearings for Caltrans and regional agencies, one in northern California and one in southern California. By statute, the hearings are "to reconcile any objections by any county or regional agency to the department's program or the department's objections to any regional program." The Commission will expect any objections to the Caltrans program or to a regional program to be expressed in terms of the undesirable impact that the program would have on the implementation of the respective agency's long range transportation plan(s). The Commission expects that regional agencies and Caltrans would discuss how the infrastructure projects included in each program help to attain regional and statewide goals, including those in Governor's Executive Orders B-30-15 and B-32-15.

72. Transmittal of RTIPs. By statute, regional agencies are required to adopt and submit their RTIPs both to the Commission and to Caltrans no later than December 15 of odd numbered years. The Commission requests that each region send two copies of its RTIP, addressed to:

Executive Director
California Transportation Commission
1120 N Street, Mail Station 52
Sacramento, CA 95814

Caltrans requests that each region send at least one copy to the appropriate Caltrans District Director and ~~five~~ **two** copies addressed to:

Chief, Division of Transportation Programming
Attention: Office of STIP
Department of Transportation
Mail Station 82
P. O. Box 942874
Sacramento, CA 94274-0001

DRAFT

73. Commission Staff Recommendations. Prior to adoption of the STIP, the Commission staff shall prepare recommendations to the Commission for the adoption of the STIP. The staff recommendations will be made available to the Commission, Caltrans and the regional agencies at least twenty days prior to the adoption of the STIP.

DRAFT

## XII. APPENDICES

### Appendix A:

**STIP PROJECT FACT SHEET**
**PROJECT PROGRAMMING REQUEST**

The Caltrans Project Programming Request (PPR) Form will serve as the STIP project fact sheet. A template of this form, in Excel, may be found at:
http://www.dot.ca.gov/hq/transprog/ocip/2020stip.htm.

DRAFT

**Appendix B (Tables B1, B2, B3):**

## Performance Indicators and Measures

Use the following table B1 to indicate quantitatively the overall regional level performance of your Regional Transportation Plan (RTP) or California Transportation Plan and the Interregional Transportation Strategic Plan (ITSP). For regions outside a MPO, or a small MPO, the second table B1(a) may be used in addition or as a replacement to B1.

If tables B1 and/or B1(a) are insufficient in indicating how progress towards attaining goals and objectives contained in each RTP and the ITSP is assessed and measured, include the following information:

- List your performance measures.
- Provide a quantitative and/or qualitative analysis (include baseline measurement and projected program or project impact).
- State the reason(s) why selected performance measure or measures are accurate and useful in measuring performance. Please be specific.
- Identify any and all deficiencies encountered in as much detail as possible.

For qualitative explanations, state how progress towards attaining goals and objectives contained in each RTP and the ITSP is assessed and measured.

DRAFT

| B1 Evaluation – Regional Level Performance Indicators and Measures | | | |
|---|---|---|---|
| Goal | Indicator/Measure | Current System Performance (Baseline) | Projected System Performance (indicate timeframe) |
| Congestion Reduction | Vehicle Miles Traveled per capita. | | |
| | Percent of congested Vehicle Miles Traveled (at or below 35 mph). | | |
| | Commute mode share (travel to work or school). | | |
| Infrastructure Condition | Percent of distressed state highway lane-miles. | | |
| | Pavement Condition Index (local streets and roads). | | |
| | Percent of highway bridges by deck area classified in Poor condition. | | |
| | Percent of transit assets that have surpassed the FTA useful life period. | | |
| System Reliability | Highway Buffer Index (the extra time cushion that most travelers add to their average travel time when planning trips to ensure on-time arrival). | | |
| Safety | Fatalities and serious injuries per capita. | | |
| | Fatalities and serious injuries per Vehicle Miles Traveled | | |
| Economic Vitality | Percent of housing and jobs within 0.5 miles of transit stops with frequent transit service | | |
| | Mean commute travel time (to work or school). | | |
| Environmental Sustainability | Change in acres of agricultural land. | | |
| | $CO_2$ emissions reduction per capita | | |

DRAFT

| B1(a) Evaluation<br>Rural Specific Regional Level Performance Indicators and Measures | | | |
|---|---|---|---|
| Goal | Indicator/Measure | Current System Performance (Baseline) | Projected System Performance (indicate timeframe) |
| Congestion Reduction | Vehicle Miles Traveled per capita, area, by facility ownership, and/or local vs tourist | | |
| | Peak Volume/Capacity Ratio or Thresholds (threshold volumes based on HCM 2010) | | |
| | Commute mode share (travel to work or school) | | |
| Transit | Total operating cost per revenue mile | | |
| Infrastructure Condition | Distressed lane-miles, total and percent, by jurisdiction. | | |
| | Pavement Condition Index (local streets and roads). | | |
| Safety | Total accident cost per capita and VMT. | | |
| Environmental Sustainability | Land Use Efficiency (total developed land in acres per population) | | |

DRAFT

**Agencies may use the following table B2 to evaluate the cost-effectiveness of the RTIP or ITIP.**

| **B2 Evaluation - Cost-Effectiveness Indicators and Measures** | | | |
|---|---|---|---|
| Goal | Indicator/Measure (per thousand dollar invested) | Current Level of Performance (Baseline) | Projected Performance Improvement (indicate time frame) |
| Congestion Reduction | Reduce Vehicle Miles Traveled per capita | | |
| | Reduce percent of congested VMT (at or below 35 mph). | | |
| | Change in commute mode share (travel to work or school). | | |
| Infrastructure Condition | Reduce percent of distressed state highway lane-miles. | | |
| | Improve Pavement Condition Index (local streets and roads). | | |
| | Reduce percent of highway bridge deck area in Poor Condition. | | |
| | Reduce percent of transit assets that have surpassed the FTA useful life period. | | |
| System Reliability | Reduce Highway Buffer Index (the time cushion added to average commute travel times to ensure on-time arrival). | | |
| Safety | Reduce fatalities and serious injuries per capita. | | |
| | Reduce fatalities and serious injuries per Vehicle Miles Traveled | | |
| Economic Vitality | Increase percent of housing and jobs within 0.5 miles of transit stops with frequent transit service | | |
| | Reduce mean commute travel time (to work or school). | | |
| Environmental Sustainability | Change in acres of agricultural land. | | |
| | $CO_2$ emissions reduction per capita | | |

DRAFT

Agencies may use the following table B3 to identify by proposed project, or in summary for all proposed projects, changes to the built environment.

| B3 Evaluation - Project Changes or Increased Capacity Benefits | | | |
|---|---|---|---|
| Project Type Or Mode | Change to Built Environment | Indicator/ Measure | Benefits or Performance Improvement at Project Completion |
| State Highway | New general purpose lane-miles. | | |
| | New HOV/HOT lane-miles. | | |
| | Lane-miles rehabilitated. | | |
| | New or upgrade bicycle lane/sidewalk miles. | | |
| | Operational improvements. | | |
| | New or reconstructed interchanges. | | |
| | New or reconstructed bridges. | | |
| Transit or Intercity Rail | Additional transit service miles. | | |
| | Additional transit vehicles. | | |
| | New rail track miles. | | |
| | Rail crossing improvements. | | |
| | Station improvements. | | |
| Local streets and roads | New lane-miles. | | |
| | Lane-miles rehabilitated. | | |
| | New or upgrade bicycle lane/sidewalk miles. | | |
| | Operational improvements. | | |
| | New or reconstructed bridges. | | |

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**Appendix C:**

# ADDENDUM to STIP GUIDELINES
# Local Alternative Transportation Improvement Programs
# State Routes 84 and 238

## Resolution G-10-06 Adopted April 7, 2010
## Addendum to Resolution G-09-11

**Authority and Scope:** Government Code Section 14528.56, added by Chapter 291 (AB 1386) of the Statutes of 2009, authorizes the California Transportation Commission (Commission) to incorporate into the state transportation improvement program guidelines additional guidelines specific to the local alternative transportation improvement program, and to adopt guidelines to establish a process to approve advancing a project, if the project is included in the local alternative transportation improvement program approved pursuant to Section 14528.5 or 14528.55 of the Government Code.

The Commission may amend these guidelines at any time after first giving notice of the proposed amendments.

**Development of the Local Alternative Transportation Improvement Program:** Sections 14528.5 and 14528.55 of the Government Code authorize the development of a local alternative transportation improvement program (TIP) to address transportation problems which were to be addressed by the planned state transportation facilities on State Highway Route 238 in the City of Hayward and Alameda County, and on State Highway Route 84 in the Cities of Fremont and Union City. The City and/or County will act jointly with the transportation planning agency to develop and file the local alternative TIP. Priorities for funding in the local alternative TIPs shall go to projects in the local voter-approved transportation sales tax measure.

The local alternative TIP must be submitted to the Commission prior to July 1, 2010.

All proceeds from the sale of the excess properties, less any reimbursements due to the federal government and all costs incurred in the sale of those excess properties (properties acquired to construct a new alignment for a freeway or expressway bypass to State Highway Route 238 in the City of Hayward and in the County of Alameda, and State Highway Route 84 in the Cities of Fremont and Union City) shall be allocated by the Commission to fund the approved local alternative TIP.

**Administration of the Local Alternative TIP:** Project funds programmed in the local alternative TIP shall be allocated and expended in the same manner as state funds made available for capital improvement projects in the state transportation improvement program (STIP) adopted by the Commission pursuant to Section 14529 of the Government Code. These funds shall not be subject to the formula distributions specified in Sections 164, 188 and 188.8 of the Streets and Highways Code.

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**Advancement of a Project in the Local Alternative TIP:** A local agency may, with the concurrence of the appropriate transportation planning agency, the Commission, and the Department of Transportation (Department), advance a project included in the local alternative TIP prior to the availability of sufficient funds from the sale of respective excess properties, through the use of its own funds.

Advancement of a project or projects shall not change the priority for funding and delivery of all projects within each respective approved local alternative TIP.

A local agency may enter into an agreement with the appropriate transportation planning agency, the Department, and the Commission to use its own funds to develop, purchase right-of-way for, and construct a transportation project within its jurisdiction that is included in the respective local alternative TIP.

If the local agency uses local voter-approved sales and use tax revenues to advance a project, any reimbursement made shall be used for the same purposes for which the imposition of the sales and use tax is authorized.

**Submittal of Advancement Request:** Requests shall be submitted to the Department by the applicant in accordance with established timeframes for project amendments to be placed on the agenda for timely consideration by the Commission.

In order to be considered by the Commission, an advancement request shall:

- Be signed by a duly authorized agent(s) of the applicant agency and implementing agency if different.
- Include all relevant information as described below.
- Indicate that the implementing agency is ready to start work on the project or project component.
- Have a full and committed funding plan for the component covered by the advancement request.
- Indicate anticipated schedule for expenditures and completion of the component.

**Content and Format of Advancement Request:** The Commission expects a complete request to include, at a minimum, the following information as applicable:

- A letter requesting advancement approval. The request shall include a summary of any concurrent actions needed from the Commission and a discussion of the source(s), amount and commitment of funding to be used to advance the project.
- Alternate local funding source(s) that will be substituted for the local alternative TIP funds and a demonstration of commitment of those funds (e.g., resolution, minute order) from its policy board.
- An expenditure schedule for the component covered by the advancement request.

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- If jointly funded with STIP or Proposition 1B funds, a STIP or Proposition 1B allocation request, an AB 3090 request, or a Proposition 1B LONP request must be included.
- Requests to advance right-of-way purchase or construction must include documentation for Commission review of the final environmental document, as appropriate, and approval for consideration of future funding.

**Review and Approval of Advancement Requests:** The Department will review advancement requests for consistency with these guidelines and place the request on the Commission meeting agenda.

Advancement will only be granted for work consistent with the approved project's scope, schedule and funding.

Upon approval of the advancement, the Department will execute a cooperative agreement or Master Agreement/Program Supplement with the local agency before it can provide reimbursement for eligible project expenditures.

**Initiation of Work:** The project requested to be advanced shall be ready to proceed upon approval. The local agency shall report to the Department/Commission within four months following advancement approval on progress in executing agreements and third-party contracts needed to execute the work.

**Allocations:** Funds for the advanced project will be allocated by the Commission when scheduled in the local alternative TIP, contingent on sufficient funds being available in the appropriate Special Deposit Fund. Pursuant to the agreement with the local agency, the Department shall reimburse the local agency for the actual cost of developing and constructing the project, including the acquisition of right-of-way. Reimbursement of project development costs shall not exceed 20 percent of estimated construction costs, or any lesser amount mutually agreed to by the Department, Commission, and local agency. Interest and other debt service costs are not reimbursable.

In no case will an allocation be made that exceeds the amount of funds available in the respective account established in the Special Deposit Fund from the sale of excess properties from Route 84 or Route 238. The agency advancing the project accepts the risk that sufficient funds to fully reimburse all project costs may not be realized from the sale of the excess properties.

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State of California
**DEPARTMENT OF TRANSPORTATION**

California State Transportation Agency

# MEMORANDUM

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

**CTC Meeting**: June 26-27, 2019

**From**: STEVEN KECK, Chief Financial Officer

**Reference Number**: 4.24, Action Item

**Prepared By**: Amy Choi, Chief
Division of Aeronautics

**Subject**: **APPROVAL OF THE DIVISION OF AERONAUTICS' CAPITAL IMPROVEMENT PLAN**

## ISSUE:

Should the California Transportation Commission (Commission) approve the attached California Department of Transportation (Department), Division of Aeronautics' (Aeronautics) Capital Improvement Plan (CIP) that was presented as informational at the May 2019 Commission meeting?

## RECOMMENDATION:

The Department recommends the Commission approve the attached Aeronautics' CIP that was presented as informational at the May 2019 Commission meeting.

## 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, 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.

The following airports have been added to the CIP since the May 2019 Commission meeting: Benton Field, Cameron Park Airpark, Hayfork, Hyampom, Lompoc, Lonnie Pool Field-Weaverville, Redding Municipal, Rio Vista Municipal, Ruth, Southern California Logistics, Trinity Center-James E. Swett, University.

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

# TABLE OF CONTENTS


**EXECUTIVE SUMMARY** I

**CAPITAL IMPROVEMENT PLAN PROJECTS BY AIRPORT** II

| Airport | Page Number |
|---|---|
| Adin | 1 |
| Agua Caliente Springs | 1 |
| Alpine County | 1 |
| Alturas Municipal | 1 |
| Andy McBeth | 1 |
| Auburn Municipal | 1, 2 |
| Bakersfield Municipal | 2 |
| Banning Municipal | 2 |
| Benton Field | 2, 3 |
| Bishop | 3 |
| Blythe | 3 |
| Bob Hope | 3, 4 |
| Bob Maxwell Memorial Airfield | 4 |
| Boonville | 4, 5 |
| Borrego Valley | 5 |
| Brackett Field | 5 |
| Brawley Municipal | 5 |
| Brown Field | 5 |
| Bryant Field | 5 |
| Buchanan Field | 5, 6 |
| Butte Valley | 6 |
| Bryon | 6 |
| Calaveras County/Maury Rasmussen | 6,7 |
| Calexico International | 7 |
| California City Municipal | 7 |
| California Pines | 7 |
| Camarillo | 7, 8 |

| Airport | Page Number |
|---|---|
| Cameron Park Airpark | 8 |
| Castle | 8, 9 |
| Cedarville | 9 |
| Charles M. Schulz, Sonoma County | 9, 10, 11 |
| Chico Municipal | 11 |
| Chiriaco Summit | 11, 12 |
| Chowchilla | 12 |
| Cloverdale Municpal | 12 |
| Columbia | 12, 13 |
| Colusa County | 13 |
| Compton-Woodley | 13 |
| Corning Municipal | 13 |
| Corona Municipal | 13 |
| Delano Municipal | 14 |
| Dunsmuir Muni-Mott | 14 |
| Elk Hills-Buttonwillow | 14 |
| Fall River Mills | 14 |
| Fallbrook Community Airpark | 14 |
| Firebaugh | 14, 15 |
| Fort Bidwell | 15 |
| Franklin Field | 15 |
| French Valley | 15 |
| Fresno Chandler Executive | 15 |
| Fresno Yosemite International | 15, 16, 17 |
| Fullerton Municipal | 17 |
| Gansner | 17, 18 |
| General William J Fox | 18 |
| Georgetown | 18 |
| Gillespie Field | 18 |
| Gnoss Field | 18 |
| Gustine | 18, 19 |
| Haigh Field | 19 |

| Airport | Page Number |
|---|---|
| Half Moon Bay | 19 |
| Hanford Municipal | 19 |
| Happy Camp | 19 |
| Hayfork | 19 |
| Hayward Executive | 19 |
| Healdsburg Municipal | 20 |
| Hemet-Ryan | 20 |
| Herlong | 20 |
| Hollister Municipal | 20 |
| Hyampom | 20 |
| Independence | 21 |
| Inyokern | 21 |
| Jack McNamara Field | 21 |
| Jack Northrop Field-Hawthorne Municipal | 21, 22 |
| Jacqueline Cochran Municipal | 22 |
| Jacumba | 22 |
| Kern Valley | 22, 23 |
| Lake Tahoe | 23 |
| Lampson Field | 23 |
| Lee Vining | 23 |
| Lincoln Regional-Karl Harder Field | 23, 24 |
| Little River | 24, 25 |
| Livermore Municipal | 25 |
| Lompoc | 25 |
| Lone Pine | 25 |
| Long Beach-Daugherty Field | 25 |
| Lonnie Pool Field-Weaverville | 26 |
| Los Angeles International | 26 |
| Los Banos Municipal | 26 |
| Lost Hills-Kern County | 26 |
| Madera Municipal | 26, 27 |
| Mammoth Yosemite | 27, 28 |

| Airport | Page Number |
|---|---|
| Marina Municipal | 28 |
| Maripose-Yosemite | 28, 29 |
| McClellan-Palomar | 29 |
| Meadows Field | 29 |
| Mefford Field | 29, 30 |
| Mesa Del Rey | 30 |
| Modesto City-County Harry Sham Field | 30 |
| Mojave Air and Space Port | 31 |
| Monterey Regional | 31 |
| Montgomery-Gibbs Executive | 31 |
| Napa County | 31, 32, 33 |
| Nervino | 33 |
| Nevada County | 33, 34 |
| New Jerusalem | 34 |
| Nut Tree | 34 |
| Oakdale Municpal | 34 |
| Oceano County | 34 |
| Ocotillo | 34 |
| Oroville Municipal | 34, 35 |
| Oxnard | 35 |
| Palm Springs International | 35 |
| Palo Alto | 35, 36 |
| Paso Robles Municipal | 36 |
| Petaluma Municipal | 36 |
| Pine Mountain Lake | 36, 37 |
| Placerville | 37 |
| Porterville Municipal | 37 |
| Poso-Kern County | 37 |
| Ramona | 37 |
| Ravendale | 37 |
| Red Bluff Municipal | 37, 38 |
| Redding Municipal | 38, 39 |

| Airport | Page Number |
|---|---|
| Reedley Municipal | 39 |
| Reid Hillview | 39 |
| Rio Vista Municipal | 39, 40 |
| Riverside Municipal | 40 |
| Rogers Field | 40, 41 |
| Round Valley | 41 |
| Ruth | 41 |
| Sacramento Executive | 41 |
| Sacramento International | 41 |
| Sacramento Mather | 41 |
| Salinas Municipal | 41, 42 |
| Samoa Field | 42 |
| San Bernardino International | 42 |
| San Carlos | 42 |
| San Diego International | 42, 43 |
| San Francisco International | 43 |
| San Gabriel Valley (El Monte) | 43 |
| San Jose International, Norman Y. Mineta | 43, 44 |
| San Luis Obispo County | 44, 45 |
| Santa Maria Public | 45 |
| Santa Ynez | 45 |
| Scott Valley-Bud Davis Field | 45 |
| Sequoia Field | 45, 46 |
| Shelter Cove | 46 |
| Shoshone | 46 |
| Sierraville Dearwater | 46 |
| Siskiyou County | 46 |
| Southard Field | 46 |
| Souther California Logistics | 46, 47 |
| Spaulding | 47 |
| Susanville Municipal | 47 |
| Sutter County | 47 |

| Airport | Page Number |
|---|---|
| Taft | 47 |
| Tehachapi Municipal | 47, 48 |
| Tracy Municipal | 48 |
| Trinity Center-James E. Swett | 48 |
| Truckee-Tahoe | 48, 49 |
| Tulelake | 49 |
| Turlock Municipal | 49 |
| Ukiah Municipal | 49, 50 |
| University | 50 |
| Van Nuys | 50 |
| Visalia Municipal | 50 |
| Ward Field | 50 |
| Wasco-Kern | 50 |
| Watsonville Municipal | 51 |
| Weed | 51 |
| Westover Field-Amador County | 51, 52 |
| Whiteman | 52 |
| Willits Municipal | 52 |
| Willows-Glenn County | 52 |
| Woodlake | 52, 53 |
| Yolo County-Davis Woodland Winters | 53 |
| Yuba County | 53 |
| Zamperini Field | 53 |

# 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 the California Department of Transportation (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 two-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

| Airport Name | Project Name | Project Type | Program Year | FAA Grant Amount | State Grant Amount | Local Matching Amount | Total Project Cost |
|---|---|---|---|---|---|---|---|
| Adin | Engineering Design & Repave Taxiway Tie Down Apron Area | A&D | 2019 | $0 | $297,000 | $33,000 | $330,000 |
| Adin | No Projects 2020, 2023-2027 | | 2020 | $0 | $0 | $0 | $0 |
| Adin | Engineering, Design, Construction Perimeter Fence | A&D | 2021 | $0 | $247,500 | $27,500 | $275,000 |
| Adin | Engineer, Design & Slurry Seal Runway | A&D | 2022 | $0 | $138,105 | $15,345 | $153,450 |
| Adin | Engineering, Design and Slurry Seal All Surfaces | A&D | 2028 | $0 | $222,750 | $24,750 | $247,500 |
| Agua Caliente Springs | No Project | | 2019 | $0 | $0 | $0 | $0 |
| Agua Caliente Springs | No Project | | 2028 | $0 | $0 | $0 | $0 |
| Apline County | Chip Seal and Restripe Runway | A&D | 2020 | $0 | $126,000 | $14,000 | $140,000 |
| Apline County | AC Overlay and Restripe Runway | A&D | 2026 | $0 | $270,000 | $30,000 | $300,000 |
| Alturas Municipal | Environmental Studies-Widen RWY 13-31/Extend Taxiway A&B | AIP | 2019 | $104,535 | $5,227 | $6,388 | $116,150 |
| Alturas Municipal | Obstruction Removal-Design & Implement | AIP | 2019 | $67,500 | $3,375 | $4,125 | $75,000 |
| Alturas Municipal | Reseal Joints and Cracks in All Pavements | AIP | 2020 | $567,000 | $28,350 | $34,650 | $630,000 |
| Alturas Municipal | Engineering Design for Ext. TXWY B | AIP | 2021 | $135,900 | $6,795 | $8,305 | $151,000 |
| Alturas Municipal | Engineering Design-Widen rwy 13/31 | AIP | 2022 | $160,200 | $8,010 | $9,790 | $178,000 |
| Alturas Municipal | Extension of Taxiway A & B | AIP | 2022 | $954,000 | $47,700 | $58,300 | $1,060,000 |
| Alturas Municipal | Widen Runway 13-31 | AIP | 2024 | $1,178,100 | $58,905 | $71,995 | $1,309,000 |
| Alturas Municipal | Extend Taxiway A to Serve Existing Runway 3/21 | AIP | 2025 | $117,000 | $5,850 | $7,150 | $130,000 |
| Alturas Municipal | Construct Taxiway A Extension | AIP | 2026 | $785,700 | $39,285 | $48,015 | $873,000 |
| Alturas Municipal | Reconstruct Circle Hangar Taxilane | AIP | 2027 | $546,750 | $27,338 | $33,413 | $607,500 |
| Alturas Municipal | Expand Fuel Farm | AIP | 2028 | $357,300 | $17,865 | $21,835 | $397,000 |
| Andy McBeth | Obstruction Clearance | A&D | 2019 | $0 | $0 | $25,000 | $25,000 |
| Andy McBeth | Overlay & Restripe Pavement | A&D | 2020 | $0 | $225,000 | $25,000 | $250,000 |
| Andy McBeth | Perimeter Fencing | A&D | 2021 | $0 | $225,000 | $25,000 | $250,000 |
| Auburn Municipal | ALUCP Update | A&D | 2019 | $0 | $72,000 | $8,000 | $80,000 |
| Auburn Municipal | Construct New Helicopter Parking Area | AIP | 2019 | $558,000 | $27,900 | $34,100 | $620,000 |
| Auburn Municipal | Design/Engineer New Helicopter Parking Area | AIP | 2019 | $81,000 | $4,050 | $4,950 | $90,000 |
| Auburn Municipal | Pavement Maintenance Program | A&D | 2019 | $0 | $45,000 | $5,000 | $50,000 |
| Auburn Municipal | Design Runway Rehabilitation (Pavement) | AIP | 2020 | $40,500 | $2,025 | $2,475 | $45,000 |
| Auburn Municipal | Construct Runway Rehabilitation (Pavement) | AIP | 2021 | $270,000 | $13,500 | $16,500 | $300,000 |
| Auburn Municipal | Obstruction Removal | AIP | 2021 | $90,000 | $4,500 | $5,500 | $100,000 |
| Auburn Municipal | Wildlife Hazard Assessment | AIP | 2021 | $36,000 | $1,800 | $2,200 | $40,000 |
| Auburn Municipal | Construct Perimeter Fencing Phase 2 | AIP | 2022 | $256,500 | $12,825 | $15,675 | $285,000 |
| Auburn Municipal | Design Taxiway Rehabilitation (Rejuvenation/Maintenance) | AIP | 2022 | $30,375 | $1,519 | $1,856 | $33,750 |
| Auburn Municipal | Construct Taxiway Rehabilitation (Rejuvenation /Maintenance) | AIP | 2023 | $199,125 | $9,956 | $12,169 | $221,250 |
| Auburn Municipal | Construct East End Airfield Access/Run-Up Area Impmnts | AIP | 2024 | $225,000 | $11,250 | $13,750 | $250,000 |

| Airport Name | Project Name | Project Type | Program Year | FAA Grant Amount | State Grant Amount | Local Matching Amount | Total Project Cost |
|---|---|---|---|---|---|---|---|
| Auburn Municipal | Design/Engineer East End Airfield Access/Run-Up Area Improvements | AIP | 2024 | $49,500 | $2,475 | $3,025 | $55,000 |
| Auburn Municipal | Access Road - Denham Property | AIP | 2025 | $180,000 | $9,000 | $11,000 | $200,000 |
| Auburn Municipal | Design and Construction REIL | AIP | 2025 | $108,000 | $5,400 | $6,600 | $120,000 |
| Auburn Municipal | Design Runway 7/25 Resurfacing | AIP | 2026 | $150,000 | $7,500 | $9,167 | $166,667 |
| Auburn Municipal | Construct Runway 7/25 Resurfacing | AIP | 2027 | $1,474,200 | $73,710 | $90,090 | $1,638,000 |
| Auburn Municipal | Construct Perimeter Fence Phase 3 | AIP | 2028 | $247,500 | $12,375 | $15,125 | $275,000 |
| Bakersfield Municipal | Rehabilitate North Apron Pavement, Sections A and C (Design) | AIP | 2019 | $99,000 | $4,950 | $6,050 | $110,000 |
| Bakersfield Municipal | Rehab North Apron Pvmt, Section C (Base Bid) (Construction) | AIP | 2020 | $478,350 | $23,918 | $29,233 | $531,500 |
| Bakersfield Municipal | Rehabilitate North Apron Pavement, Section A (Construction) | AIP | 2021 | $532,800 | $26,640 | $32,560 | $592,000 |
| Bakersfield Municipal | Rehabilitate Runway MIRL (Design) | AIP | 2022 | $135,000 | $6,750 | $8,250 | $150,000 |
| Bakersfield Municipal | Rehabilitate R/W 16-34 and T/W A Pavement (Design) | AIP | 2022 | $122,265 | $6,113 | $7,472 | $135,850 |
| Bakersfield Municipal | Install R/W 16 PAPI (Design) | AIP | 2022 | $54,000 | $2,700 | $3,300 | $60,000 |
| Bakersfield Municipal | Rehabilitate Runway MIRL (Construction) | AIP | 2023 | $1,300,500 | $65,025 | $79,475 | $1,445,000 |
| Bakersfield Municipal | Rehabilitate R/W 16-34 and T/W A Pavement (Construction) | AIP | 2023 | $634,500 | $31,725 | $38,775 | $705,000 |
| Bakersfield Municipal | Install R/W 16 PAPI (Construction) | AIP | 2023 | $225,000 | $11,250 | $13,750 | $250,000 |
| Bakersfield Municipal | Rehabilitate T/W A Pavement (Construction) | AIP | 2024 | $597,600 | $29,880 | $36,520 | $664,000 |
| Bakersfield Municipal | Main Apron Pvmt Rehab (North, Middle, & South Sec) (Design) | AIP | 2025 | $49,500 | $2,475 | $3,025 | $55,000 |
| Bakersfield Municipal | Main Apron Pvmt Rehab (North, Middle, & South Sec) (Const.) | AIP | 2026 | $499,500 | $24,975 | $30,525 | $555,000 |
| Bakersfield Municipal | Northeast Hangar Area Phase 3 Pavement Rehab (Design) | AIP | 2027 | $40,500 | $2,025 | $2,475 | $45,000 |
| Bakersfield Municipal | Northeast Hangar Area Phase 3 Pavement Rehab (Construction) | AIP | 2028 | $360,000 | $18,000 | $22,000 | $400,000 |
| Banning Municipal | Rehabilitate Runway 8-26 (Design) | AIP | 2020 | $40,500 | $2,025 | $2,475 | $45,000 |
| Banning Municipal | Rehabilitate Runway 8-26 (Const) | AIP | 2021 | $540,000 | $27,000 | $33,000 | $600,000 |
| Benton Field | Eastside T-Hangar Taxilane Reconstruction (Design Only) | AIP | 2019 | $270,000 | $13,500 | $16,500 | $300,000 |
| Benton Field | Runway Pavement Preservation/MAGVAR - Slurry Seal (Design) | AIP | 2019 | $54,000 | $2,700 | $3,300 | $60,000 |
| Benton Field | Eastside T-Hangar Taxilane Reconstruction | AIP | 2020 | $2,376,000 | $118,800 | $145,200 | $2,640,000 |
| Benton Field | Runway Pavement Preservation/MAGVAR-Slurry Seal (Construct) | AIP | 2020 | $513,000 | $25,650 | $31,350 | $570,000 |
| Benton Field | Airport Drainage Study | AIP | 2021 | $67,500 | $3,375 | $4,125 | $75,000 |
| Benton Field | Northeast Apron and Taxilanes Reconstruction (Design Only) | AIP | 2021 | $217,800 | $10,890 | $13,310 | $242,000 |
| Benton Field | Underground Powerline in the RPZ (Design Only) | AIP | 2021 | $0 | $0 | $15,000 | $15,000 |
| Benton Field | Northeast Apron and Taxilanes Reconstruction | AIP | 2022 | $1,530,000 | $76,500 | $93,500 | $1,700,000 |
| Benton Field | Rehabilitate Taxiway A (Design Only) | AIP | 2022 | $49,680 | $2,484 | $3,036 | $55,200 |
| Benton Field | Underground Powerline in the RPZ | AIP | 2022 | $0 | $0 | $100,000 | $100,000 |
| Benton Field | Westside T-Hangar Taxilane Recon - Design | AIP | 2022 | $270,000 | $13,500 | $16,500 | $300,000 |

| Airport Name | Project Name | Project Type | Program Year | FAA Grant Amount | State Grant Amount | Local Matching Amount | Total Project Cost |
|---|---|---|---|---|---|---|---|
| Benton Field | Rehabilitate Parallel Taxiway A - Construct | AIP | 2023 | $427,500 | $21,375 | $26,125 | $475,000 |
| Benton Field | Security Fencing - North RPZ - Design Only | AIP | 2023 | $12,150 | $608 | $743 | $13,500 |
| Benton Field | Westside T-Hangar Taxiway Reconstruction | AIP | 2023 | $2,880,000 | $144,000 | $176,000 | $3,200,000 |
| Benton Field | Construct T-Hangar Taxilane - Design Only | AIP | 2024 | $45,000 | $2,250 | $2,750 | $50,000 |
| Benton Field | East Apron Pavement Rehab - Design | AIP | 2024 | $85,500 | $4,275 | $5,225 | $95,000 |
| Benton Field | Security Fencing - North RPZ | AIP | 2024 | $81,000 | $4,050 | $4,950 | $90,000 |
| Benton Field | Construct 10 unit T-Hangar (Design Only) | AIP | 2025 | $135,000 | $6,750 | $8,250 | $150,000 |
| Benton Field | Construct New T-Hangar Taxilane | AIP | 2025 | $213,300 | $10,665 | $13,035 | $237,000 |
| Benton Field | East Apron Pavement Rehabilitation | AIP | 2025 | $855,000 | $42,750 | $52,250 | $950,000 |
| Benton Field | Construct 10 Unit T-Hangar | AIP | 2026 | $810,000 | $40,500 | $49,500 | $900,000 |
| Benton Field | East Parking Lot and Access Road Recons - Phase 1 (Design) | AIP | 2026 | $189,000 | $9,450 | $11,550 | $210,000 |
| Benton Field | Construct 10 Unit T- Hangar | AIP | 2027 | $810,000 | $40,500 | $49,500 | $900,000 |
| Benton Field | East Pkng Lot and Access Rd. Reconstruct - Phase 1 | AIP | 2027 | $1,170,000 | $58,500 | $71,500 | $1,300,000 |
| Bishop | Airfield TW's Pavement Rehabilitation (construction) | AIP | 2019 | $6,795,000 | $339,750 | $415,250 | $7,550,000 |
| Bishop | RW 12-30 Pavement Rehabilitation and Markings (design) | AIP | 2020 | $270,000 | $13,500 | $16,500 | $300,000 |
| Bishop | Relocation of Parallel TW 'A' (Design) | AIP | 2021 | $270,000 | $13,500 | $16,500 | $300,000 |
| Bishop | RW 12-30 Pavement Rehabilitation & Markings (construction) | AIP | 2022 | $7,065,000 | $353,250 | $431,750 | $7,850,000 |
| Bishop | Relocation of Parallel TW 'A' (Construction) | AIP | 2023 | $7,065,000 | $353,250 | $431,750 | $7,850,000 |
| Bishop | Runway 8-26 Closure/Conversion | AIP | 2024 | $360,000 | $18,000 | $22,000 | $400,000 |
| Bishop | Airport Perimeter Fence (Design and Construction) | AIP | 2025 | $675,000 | $33,750 | $41,250 | $750,000 |
| Bishop | Design Central Terminal | AIP | 2026 | $900,000 | $45,000 | $55,000 | $1,000,000 |
| Blythe | No Project | | 2019 | $0 | $0 | $0 | $0 |
| Blythe | No Project | | 2020 | $0 | $0 | $0 | $0 |
| Blythe | No Project | | 2021 | $0 | $0 | $0 | $0 |
| Blythe | Airport Perimeter Fencing and Apron Lighting-Design | AIP | 2022 | $155,700 | $7,785 | $9,515 | $173,000 |
| Blythe | Airport Perimeter Fencing & Apron Lighting-Construction | AIP | 2023 | $607,500 | $30,375 | $37,125 | $675,000 |
| Blythe | Runway 8-26 Rehabilitation - Design | AIP | 2024 | $612,900 | $30,645 | $37,455 | $681,000 |
| Blythe | Runway 8-26 Rehabilitation - Construction | AIP | 2025 | $6,930,000 | $346,500 | $423,500 | $7,700,000 |
| Blythe | Taxiway A (East) Pavement and Lighting Reconstruction-Design | AIP | 2026 | $270,000 | $13,500 | $16,500 | $300,000 |
| Blythe | Taxiway A (East) Pvmt & Lighting Reconstruction-Construction | AIP | 2027 | $2,182,500 | $109,125 | $133,375 | $2,425,000 |
| Blythe | Airport Layout Plan Update with Narrative Report | AIP | 2028 | $150,000 | $7,500 | $9,167 | $166,667 |
| Bob Hope | Delta Ramp Rehabilitation & Extension | AIP | 2020 | $1,531,210 | $0 | $368,790 | $1,900,000 |
| Bob Hope | Hollyona property acquisition | AIP | 2020 | $2,417,700 | $0 | $582,300 | $3,000,000 |
| Bob Hope | New Airfield Lighting Vault | AIP | 2020 | $0 | $0 | $8,000,000 | $8,000,000 |

| Airport Name | Project Name | Project Type | Program Year | FAA Grant Amount | State Grant Amount | Local Matching Amount | Total Project Cost |
|---|---|---|---|---|---|---|---|
| Bob Hope | New ARFF Vehicle | AIP | 2020 | $725,310 | $0 | $174,690 | $900,000 |
| Bob Hope | Residential Acoustical Treatment Program | AIP | 2020 | $3,249,389 | $0 | $782,611 | $4,032,000 |
| Bob Hope | Taxiway D7 Connector Rehab | AIP | 2020 | $221,623 | $0 | $53,378 | $275,000 |
| Bob Hope | Taxiway Golf Shoulders & Infield Rehabilitation | AIP | 2020 | $322,360 | $0 | $77,640 | $400,000 |
| Bob Hope | Terminal A Taxilane Rehabilitaiton | AIP | 2020 | $1,208,850 | $0 | $291,150 | $1,500,000 |
| Bob Hope | Replacment Passenger Terminal - Enabling (AIP Eligible) | AIP | 2021 | $15,473,280 | $0 | $3,726,720 | $19,200,000 |
| Bob Hope | Residential Acoustical Treatment Program | AIP | 2021 | $3,481,488 | $0 | $838,512 | $4,320,000 |
| Bob Hope | RPT ARFF Station Design | AIP | 2021 | $2,014,750 | $0 | $485,250 | $2,500,000 |
| Bob Hope | RPT Terminal Apron Design | AIP | 2021 | $2,095,340 | $0 | $504,660 | $2,600,000 |
| Bob Hope | Runway 8 South Shoulder Rehabilitation | AIP | 2021 | $334,241 | $0 | $37,138 | $371,379 |
| Bob Hope | Taxiway C, Shoulders and Connectors Rehabilitation | AIP | 2021 | $1,481,662 | $0 | $356,856 | $1,838,518 |
| Bob Hope | Residential Acoustical Treatment Program | AIP | 2022 | $3,428,910 | $0 | $826,090 | $4,255,000 |
| Bob Hope | RPT Terminal Apron Construction | A&D | 2022 | $72,531,000 | $0 | $17,469,000 | $90,000,000 |
| Bob Hope | Airport Master Plan | AIP | 2023 | $805,900 | $0 | $194,100 | $1,000,000 |
| Bob Hope | Design of Taxiway A & C Extension | AIP | 2023 | $805,900 | $0 | $194,100 | $1,000,000 |
| Bob Hope | New ARFF Vehicle - Replacement of 2007 Vehicle | AIP | 2023 | $725,310 | $0 | $174,690 | $900,000 |
| Bob Hope | RPT - ARFF Station Construction | AIP | 2023 | $26,594,756 | $0 | $6,405,314 | $33,000,070 |
| Bob Hope | Service Road Rehabilitation | AIP | 2023 | $1,611,800 | $0 | $388,200 | $2,000,000 |
| Bob Hope | Taxiway C6 & C7 Connector Rehabilitation | AIP | 2023 | $362,655 | $0 | $87,345 | $450,000 |
| Bob Hope | Wildlife Mitigation/Bird Netting | AIP | 2023 | $805,900 | $0 | $194,100 | $1,000,000 |
| Bob Hope | Demolitions of Old Terminal Area | AIP | 2024 | $13,700,300 | $0 | $3,299,700 | $17,000,000 |
| Bob Hope | RPT - Taxiway A & C extension - Construction | AIP | 2024 | $20,700,000 | $0 | $2,300,000 | $23,000,000 |
| Bob Maxwell Memorial Airfield | Rehab Rwy 6/24 and Twy A, Upgrade Rwy Markings (Construction) | AIP | 2019 | $1,620,000 | $81,000 | $99,000 | $1,800,000 |
| Bob Maxwell Memorial Airfield | Rehabilitate Tie-Down Apron - Design | AIP | 2021 | $135,000 | $6,750 | $8,250 | $150,000 |
| Bob Maxwell Memorial Airfield | Rehabilitate Tie-Down Apron - Construction | AIP | 2023 | $1,890,000 | $94,500 | $115,500 | $2,100,000 |
| Bob Maxwell Memorial Airfield | Acquire Land for Runway Object Free Area (ROFA) | AIP | 2025 | $2,700,000 | $135,000 | $165,000 | $3,000,000 |
| Boonville | Environmental Assessment for Land Acquisition and Obstruction | AIP | 2020 | $67,500 | $3,375 | $4,125 | $75,000 |
| Boonville | Land Acquisition | AIP | 2021 | $405,000 | $20,250 | $24,750 | $450,000 |
| Boonville | Obstruction Removal - Design Only | AIP | 2022 | $67,500 | $3,375 | $4,125 | $75,000 |
| Boonville | Slurry Seal Runway 13/31 | AIP | 2023 | $108,000 | $5,400 | $6,600 | $120,000 |
| Boonville | Obstruction Removal - Existing Dam and Spillway | AIP | 2024 | $315,000 | $15,750 | $19,250 | $350,000 |

| Airport Name | Project Name | Project Type | Program Year | FAA Grant Amount | State Grant Amount | Local Matching Amount | Total Project Cost |
|---|---|---|---|---|---|---|---|
| Boonville | Hangars and Taxiways - Design | AIP | 2026 | $67,500 | $3,375 | $4,125 | $75,000 |
| Boonville | Hangar Site Preparation And Taxiways | AIP | 2027 | $270,000 | $13,500 | $16,500 | $300,000 |
| Boonville | Hangar Construction | AIP | 2028 | $216,000 | $10,800 | $13,200 | $240,000 |
| Borrego Valley | Rehabilitate Taxiway | AIP | 2025 | $2,880,000 | $144,000 | $176,000 | $3,200,000 |
| Borrego Valley | Conduct Environmental Study | AIP | 2027 | $180,000 | $9,000 | $11,000 | $200,000 |
| Brackett Field | Pavement Repairs & Maintenance - Crack Sealing/Patching | A&D | 2019 | $0 | $45,000 | $5,000 | $50,000 |
| Brackett Field | Ramp/Apron Pavement Reconstruction - (Construction) | AIP | 2019 | $10,800,000 | $540,000 | $660,000 | $12,000,000 |
| Brackett Field | Sewer Pump Replacement (Design and Built) | AIP | 2019 | $1,008,000 | $50,400 | $61,600 | $1,120,000 |
| Brawley Municipal | Design Rehabilitation of Runway 8/26 | AIP | 2021 | $247,500 | $12,375 | $15,125 | $275,000 |
| Brawley Municipal | Construction of the Reconstruction of Runway 8/26 | AIP | 2022 | $2,722,500 | $136,125 | $166,375 | $3,025,000 |
| Brawley Municipal | Reconstruct Ken Bemis Drive | AIP | 2022 | $585,000 | $29,250 | $35,750 | $650,000 |
| Brawley Municipal | Airport Layout Plan Narrative | AIP | 2023 | $270,000 | $13,500 | $16,500 | $300,000 |
| Brawley Municipal | EA for Future Apron of Executive Hangars and Shade Structure | AIP | 2023 | $180,000 | $9,000 | $11,000 | $200,000 |
| Brawley Municipal | Seal Airfield Pavements and Stripe | AIP | 2023 | $810,000 | $40,500 | $49,500 | $900,000 |
| Brawley Municipal | Design-Future Apron of Executive Hangars and Shade Structures | AIP | 2024 | $90,000 | $4,500 | $5,500 | $100,000 |
| Brawley Municipal | Construct Apron for Future Executive Hangars and Shades | AIP | 2025 | $3,150,000 | $157,500 | $192,500 | $3,500,000 |
| Brown Field | Rehab of Rwy 8R-26L and Twy G1, Twy C Realign | AIP | 2020 | $3,856,500 | $192,825 | $235,675 | $4,285,000 |
| Brown Field | Twy G (west) Rehab and New Twy G2 Construction | AIP | 2022 | $6,642,900 | $332,145 | $405,955 | $7,381,000 |
| Brown Field | ALP Update | AIP | 2023 | $216,000 | $10,800 | $13,200 | $240,000 |
| Brown Field | Permiter Fence Enhancements | AIP | 2023 | $534,600 | $26,730 | $32,670 | $594,000 |
| Brown Field | Transient/Customs Apron Rehab | AIP | 2024 | $1,457,316 | $72,866 | $89,058 | $1,619,240 |
| Bryant Field | Airport Land Use Compatibility Plan (ALUCP) | A&D | 2019 | $0 | $270,000 | $30,000 | $300,000 |
| Bryant Field | Install Obstruction Lights | A&D | 2019 | $0 | $54,000 | $6,000 | $60,000 |
| Buchanan Field | Runway 14L/32R Overlay and Reconstruct | AIP | 2019 | $3,780,000 | $0 | $420,000 | $4,200,000 |
| Buchanan Field | Taxiway Echo, Golf and Alpha Reconstruct | AIP | 2020 | $1,786,500 | $89,325 | $109,175 | $1,985,000 |
| Buchanan Field | Construct New ARFF Facility | AIP | 2021 | $2,700,000 | $0 | $300,000 | $3,000,000 |
| Buchanan Field | Pavement Surface Treatment Runways 14R/32L and 01R/19L | AIP | 2021 | $495,000 | $24,750 | $30,250 | $550,000 |
| Buchanan Field | Airfield Electrical System Assessment | AIP | 2022 | $315,000 | $15,750 | $19,250 | $350,000 |
| Buchanan Field | Taxiway Alpha and Run-Up Area Design, Engineering and Enviromental | AIP | 2022 | $652,500 | $32,625 | $39,875 | $725,000 |
| Buchanan Field | Taxiway Golf Design, Engineering and Environmental | AIP | 2022 | $180,000 | $0 | $20,000 | $200,000 |
| Buchanan Field | Taxiway Juliet Design, Engineering and Environmental | AIP | 2022 | $472,500 | $23,625 | $28,875 | $525,000 |
| Buchanan Field | Asphalt Overlay and Reconstruction Txy Golf and Runup Area | AIP | 2023 | $1,080,000 | $0 | $120,000 | $1,200,000 |
| Buchanan Field | Taxiway Alpha and Runup Areas Asphalt Overlay and Reconst. | AIP | 2023 | $2,700,000 | $135,000 | $165,000 | $3,000,000 |
| Buchanan Field | Design, Engineering and Enviromental of Main Ramp Pavement | AIP | 2024 | $270,000 | $0 | $30,000 | $300,000 |

| Airport Name | Project Name | Project Type | Program Year | FAA Grant Amount | State Grant Amount | Local Matching Amount | Total Project Cost |
|---|---|---|---|---|---|---|---|
| Buchanan Field | Replace Airfield Signs and Electrical Systems | AIP | 2024 | $2,250,000 | $112,500 | $137,500 | $2,500,000 |
| Buchanan Field | Main Ramp Pavement Overlay and Reconstruction | AIP | 2025 | $1,080,000 | $0 | $120,000 | $1,200,000 |
| Buchanan Field | Taxiway Juliet and Run-Up Area Pavement Overlay and Reconst. | AIP | 2025 | $1,980,000 | $99,000 | $121,000 | $2,200,000 |
| Buchanan Field | Complete Secuirty Upgrades | AIP | 2027 | $2,812,500 | $0 | $312,500 | $3,125,000 |
| Buchanan Field | FAR Part 150 Update | AIP | 2027 | $436,500 | $21,825 | $26,675 | $485,000 |
| Buchanan Field | Noise Monitoring and Flight Track System | AIP | 2028 | $1,215,000 | $60,750 | $74,250 | $1,350,000 |
| Buchanan Field | Replace 1500 gallon ARFF Vehicle | AIP | 2028 | $810,000 | $0 | $90,000 | $900,000 |
| Butte Valley | No project | | 2019 | $0 | $0 | $0 | $0 |
| Butte Valley | No Project | | 2028 | $0 | $0 | $0 | $0 |
| Byron | Wildlife Hazard Assessment | AIP | 2021 | $45,000 | $2,250 | $2,750 | $50,000 |
| Byron | Install Safety Perimeter Fencing Upgrades | AIP | 2022 | $1,170,000 | $58,500 | $71,500 | $1,300,000 |
| Byron | Taxiway Edge Lighting Design, Engineering and Environmental | AIP | 2023 | $360,000 | $18,000 | $22,000 | $400,000 |
| Byron | Taxiway Edge Lighting Installation | AIP | 2024 | $1,350,000 | $67,500 | $82,500 | $1,500,000 |
| Byron | Udpate ALP with Narrative Study | AIP | 2025 | $450,000 | $22,500 | $27,500 | $500,000 |
| Byron | Environmental Review for the Purchase of Three Parcels | AIP | 2026 | $247,500 | $12,375 | $15,125 | $275,000 |
| Byron | Land Purchase RSA RW 05/23 | AIP | 2028 | $1,980,000 | $99,000 | $121,000 | $2,200,000 |
| Byron | Runway 12/30 Extension 25% Design and Environmental | AIP | 2028 | $495,000 | $24,750 | $30,250 | $550,000 |
| Calaveras County/Maury Rasmussen | Runway Pavement Reconstruction (Design) | AIP | 2019 | $193,500 | $9,675 | $11,825 | $215,000 |
| Calaveras County/Maury Rasmussen | Runway Pavement Reconstruction (Contruction) | AIP | 2020 | $1,784,700 | $89,235 | $109,065 | $1,983,000 |
| Calaveras County/Maury Rasmussen | Design of Parallel TW & Apron Connectors Pvmt Reconst. | AIP | 2021 | $135,000 | $6,750 | $8,250 | $150,000 |
| Calaveras County/Maury Rasmussen | Design of (RW) Taxiway Connectors Pavement Reconst | AIP | 2021 | $85,500 | $4,275 | $5,225 | $95,000 |
| Calaveras County/Maury Rasmussen | Design of Runway 13 Precision Approach Path Indicator | AIP | 2021 | $15,750 | $788 | $963 | $17,500 |
| Calaveras County/Maury Rasmussen | Const. of Parallel T/W A & Apron Connectors Pvmt Reconst. | AIP | 2022 | $1,210,500 | $60,525 | $73,975 | $1,345,000 |
| Calaveras County/Maury Rasmussen | Construction of (RW) Taxiway Connectors Pvmt Reconst. | AIP | 2022 | $562,500 | $28,125 | $34,375 | $625,000 |
| Calaveras County/Maury Rasmussen | Const. of Runway 13 Precision Approach Path Indicator | AIP | 2022 | $67,500 | $3,375 | $4,125 | $75,000 |
| Calaveras County/Maury Rasmussen | No Project | | 2023 | $0 | $0 | $0 | $0 |

| Airport Name | Project Name | Project Type | Program Year | FAA Grant Amount | State Grant Amount | Local Matching Amount | Total Project Cost |
|---|---|---|---|---|---|---|---|
| Calaveras County/Maury Rasmussen | No Project | | 2024 | $0 | $0 | $0 | $0 |
| Calexico International | Taxiway Rehab Design | AIP | 2019 | $234,625 | $11,731 | $14,338 | $260,694 |
| Calexico International | Construct Taxiway Pavement Rehabilitation | AIP | 2020 | $1,980,000 | $99,000 | $121,000 | $2,200,000 |
| Calexico International | Design Runway Seal | AIP | 2020 | $38,610 | $1,931 | $2,360 | $42,900 |
| Calexico International | Design Southeast Apron Pavement Rehabilitation | AIP | 2020 | $101,970 | $5,099 | $6,232 | $113,300 |
| Calexico International | Deveolpe Pavement Management Program | AIP | 2020 | $26,730 | $1,337 | $1,634 | $29,700 |
| Calexico International | North Hangar Area Pavement Rehab Design | AIP | 2021 | $85,140 | $4,257 | $5,203 | $94,600 |
| Calexico International | Runway Pavement Seal & SE Apron Rehab Construction | AIP | 2021 | $2,072,250 | $103,613 | $126,638 | $2,302,500 |
| Calexico International | RW 26 End Safety Area Environmental / Design | AIP | 2021 | $225,000 | $11,250 | $13,750 | $250,000 |
| Calexico International | Construct North Hangar Area Pavement Rehab | AIP | 2022 | $1,341,450 | $67,073 | $81,978 | $1,490,500 |
| Calexico International | Construct Runway End Safety Area | AIP | 2023 | $1,633,500 | $81,675 | $99,825 | $1,815,000 |
| Calexico International | 2nd Street Realignment Design | AIP | 2024 | $180,000 | $9,000 | $11,000 | $200,000 |
| Calexico International | 2nd Street Realignment Construction | AIP | 2025 | $1,800,000 | $90,000 | $110,000 | $2,000,000 |
| Calexico International | ALP Narrative/EA for new Southside Apron and Terminal | AIP | 2025 | $396,000 | $19,800 | $24,200 | $440,000 |
| Calexico International | Taxiway/Apron Pavement Seal-Design | AIP | 2025 | $39,600 | $1,980 | $2,420 | $44,000 |
| Calexico International | New Southside Apron & Terminal EA | AIP | 2026 | $297,000 | $14,850 | $18,150 | $330,000 |
| Calexico International | Taxiway/Apron Pavement Seal-Construction | AIP | 2026 | $257,400 | $12,870 | $15,730 | $286,000 |
| Calexico International | New Southside Apron & Terminal-Design | AIP | 2027 | $277,200 | $13,860 | $16,940 | $308,000 |
| Calexico International | New Southside Apron & Terminal-Construction | AIP | 2028 | $2,574,000 | $128,700 | $157,300 | $2,860,000 |
| California City Municipal | Airport Fencing and Security Upgrades | AIP | 2019 | $554,832 | $27,742 | $33,906 | $616,480 |
| California City Municipal | Airfield Lighting Electrical Upgrades | AIP | 2020 | $177,953 | $8,898 | $10,875 | $197,725 |
| California City Municipal | Airfield Lighting Electrical Upgrades | AIP | 2021 | $790,452 | $39,523 | $48,305 | $878,280 |
| California City Municipal | Airport Fueling Facility Relocation | AIP | 2022 | $180,900 | $9,045 | $11,055 | $201,000 |
| California City Municipal | Airport Fueling Facility Relocation | AIP | 2023 | $612,180 | $30,609 | $37,411 | $680,200 |
| California City Municipal | Municipal Airport Drainage Study | AIP | 2024 | $163,530 | $8,177 | $9,994 | $181,700 |
| California City Municipal | Carry Over | AIP | 2025 | $0 | $0 | $0 | $0 |
| California City Municipal | Run-Up Areas with Blast Fence | AIP | 2026 | $139,397 | $6,970 | $8,519 | $154,885 |
| California City Municipal | Run-Up Areas with Blast Fence | AIP | 2027 | $801,383 | $40,069 | $48,973 | $890,425 |
| California City Municipal | Center Taxiway C Relocation and Runway Run-Off Areas | AIP | 2028 | $898,571 | $44,929 | $54,913 | $998,412 |
| California Pines | Maintenence - Crack Seal and Repaint Runway | A&D | 2019 | $0 | $9,000 | $1,000 | $10,000 |
| California Pines | Build Bathrooms with Lounge Area | A&D | 2020 | $0 | $90,000 | $10,000 | $100,000 |
| California Pines | Sweeper | A&D | 2022 | $0 | $45,000 | $5,000 | $50,000 |
| California Pines | Helio Pad | A&D | 2024 | $0 | $180,000 | $20,000 | $200,000 |
| Camarillo | Rehabilitate Taxiway H | AIP | 2019 | $433,875 | $21,694 | $26,515 | $482,083 |

| Airport Name | Project Name | Project Type | Program Year | FAA Grant Amount | State Grant Amount | Local Matching Amount | Total Project Cost |
|---|---|---|---|---|---|---|---|
| Camarillo | Update Airport Comprehensive Land Use Plan (ACLUP) | A&D | 2019 | $0 | $360,000 | $40,000 | $400,000 |
| Camarillo | Runway 8-26 Reconstruction | AIP | 2023 | $28,743,300 | $1,437,165 | $1,756,535 | $31,937,000 |
| Camarillo | Taxiway Connector Reconstruction | AIP | 2023 | $2,700,000 | $135,000 | $165,000 | $3,000,000 |
| Camarillo | Master Plan Update | AIP | 2024 | $540,000 | $27,000 | $33,000 | $600,000 |
| Camarillo | PCC Rehabilitation TWYs F, G1, Key Hangar & Main Apron | AIP | 2024 | $2,323,800 | $116,190 | $142,010 | $2,582,000 |
| Camarillo | Rehabilitate Central Apron | AIP | 2024 | $217,800 | $10,890 | $13,310 | $242,000 |
| Camarillo | Rehabilitate Aviation Dr. & Durley Airport Access Rds | AIP | 2025 | $184,006 | $9,200 | $11,245 | $204,451 |
| Camarillo | Rehabilitate East & West Aprons | AIP | 2025 | $216,000 | $10,800 | $13,200 | $240,000 |
| Camarillo | Rehabilitate Taxiways G, G2 & G3 | AIP | 2025 | $311,267 | $15,563 | $19,022 | $345,852 |
| Camarillo | Rehabilitate West, Central & Key Hangar Areas | AIP | 2025 | $395,664 | $19,783 | $24,179 | $439,627 |
| Camarillo | Airfield Lighting Upgrade | AIP | 2026 | $2,154,600 | $107,730 | $131,670 | $2,394,000 |
| Camarillo | Rehabilitate NE Hangar Area Taxilanes | AIP | 2027 | $1,260,000 | $63,000 | $77,000 | $1,400,000 |
| Camarillo | Rehabiliate Runway 8-26 & Connector Taxiways | AIP | 2028 | $1,474,056 | $73,703 | $90,081 | $1,637,840 |
| Cameron Park Airpark | ALP Update | AIP | 2019 | $72,000 | $3,600 | $4,400 | $80,000 |
| Cameron Park Airpark | AWOS Upgrade | AIP | 2019 | $54,000 | $2,700 | $3,300 | $60,000 |
| Cameron Park Airpark | Engineering Analysis for Additional Obstruction Lighting | AIP | 2019 | $18,000 | $900 | $1,100 | $20,000 |
| Cameron Park Airpark | Replace Pulse Light Approach Slope Indicator | AIP | 2019 | $112,500 | $5,625 | $6,875 | $125,000 |
| Cameron Park Airpark | Acquire Parcel A | AIP | 2020 | $630,000 | $31,500 | $38,500 | $700,000 |
| Cameron Park Airpark | Acquire Parcel B | AIP | 2020 | $747,000 | $37,350 | $45,650 | $830,000 |
| Cameron Park Airpark | Master Plan Consulting | AIP | 2020 | $148,500 | $7,425 | $9,075 | $165,000 |
| Cameron Park Airpark | Above Ground Fueling | AIP | 2021 | $180,000 | $9,000 | $11,000 | $200,000 |
| Cameron Park Airpark | Engineering Evaluation of Covered Parking with Solar Panels | AIP | 2021 | $49,500 | $2,475 | $3,025 | $55,000 |
| Cameron Park Airpark | Engineering Evaluation to Develop Parcels A and B | AIP | 2021 | $54,000 | $2,700 | $3,300 | $60,000 |
| Cameron Park Airpark | Resurface Tie Downs | AIP | 2022 | $270,000 | $13,500 | $16,500 | $300,000 |
| Cameron Park Airpark | Engineering Evaluation for GPS Approach | AIP | 2023 | $45,000 | $2,250 | $2,750 | $50,000 |
| Cameron Park Airpark | Update Fences and Gates | AIP | 2023 | $292,500 | $14,625 | $17,875 | $325,000 |
| Cameron Park Airpark | Extend South Taxiway Straight Across Runway | AIP | 2024 | $247,500 | $12,375 | $15,125 | $275,000 |
| Cameron Park Airpark | Drainage Improvement West | AIP | 2025 | $270,000 | $13,500 | $16,500 | $300,000 |
| Cameron Park Airpark | Drainage Improvement East | AIP | 2026 | $247,500 | $12,375 | $15,125 | $275,000 |
| Cameron Park Airpark | Resurface and Widen Runway | AIP | 2027 | $1,080,000 | $54,000 | $66,000 | $1,200,000 |
| Cameron Park Airpark | Upgrade Runway Lighting | AIP | 2027 | $1,350,000 | $67,500 | $82,500 | $1,500,000 |
| Cameron Park Airpark | New Airport Office | AIP | 2028 | $675,000 | $33,750 | $41,250 | $750,000 |
| Castle | AWOS III (Design) | AIP | 2019 | $58,500 | $2,925 | $3,575 | $65,000 |
| Castle | Runway Pavement Rehabilitation (Construction) | AIP | 2019 | $1,710,000 | $85,500 | $104,500 | $1,900,000 |
| Castle | Taxiway Pavement Rehabilitation (Construction) | AIP | 2019 | $495,000 | $24,750 | $30,250 | $550,000 |

| Airport Name | Project Name | Project Type | Program Year | FAA Grant Amount | State Grant Amount | Local Matching Amount | Total Project Cost |
|---|---|---|---|---|---|---|---|
| Castle | AWOS III (Construction) | AIP | 2020 | $247,500 | $12,375 | $15,125 | $275,000 |
| Castle | AWOS III (Design) | AIP | 2020 | $58,500 | $2,925 | $3,575 | $65,000 |
| Castle | Runway Pavement Rehabilitation (Construction) | AIP | 2020 | $1,710,000 | $85,500 | $104,500 | $1,900,000 |
| Castle | Taxiway A Reconstruction, Phase I (Design) | AIP | 2020 | $234,000 | $11,700 | $14,300 | $260,000 |
| Castle | Taxiway E Reconstruction, Phase I (Design) | AIP | 2020 | $112,500 | $5,625 | $6,875 | $125,000 |
| Castle | Taxiway Pavement Rehabilitation (Construction) | AIP | 2020 | $495,000 | $24,750 | $30,250 | $550,000 |
| Castle | Taxiway A Reconstruction, Phase II (Construction) | AIP | 2021 | $2,520,000 | $126,000 | $154,000 | $2,800,000 |
| Castle | New Beacon (Design) | AIP | 2021 | $10,800 | $540 | $660 | $12,000 |
| Castle | Guidance Sign Replacement (Design) | AIP | 2021 | $63,000 | $3,150 | $3,850 | $70,000 |
| Castle | New Windcones (Design) | AIP | 2021 | $22,500 | $1,125 | $1,375 | $25,000 |
| Castle | Taxiway A Edge Lights (Design) | AIP | 2021 | $157,500 | $7,875 | $9,625 | $175,000 |
| Castle | Taxiway E Reconstruction, Phase II (Construction) | AIP | 2022 | $990,000 | $49,500 | $60,500 | $1,100,000 |
| Castle | New Beacon (Construction) | AIP | 2022 | $112,500 | $5,625 | $6,875 | $125,000 |
| Castle | Guidance Sign Replacement (Construction) | AIP | 2022 | $585,000 | $29,250 | $35,750 | $650,000 |
| Castle | New Windcones (Construction) | AIP | 2022 | $90,000 | $4,500 | $5,500 | $100,000 |
| Castle | Taxiway A Edge Lights (Construction) | AIP | 2022 | $270,000 | $13,500 | $16,500 | $300,000 |
| Castle | Perimeter Fencing (Design) | AIP | 2023 | $166,500 | $8,325 | $10,175 | $185,000 |
| Castle | Re-Pave Existing Service Road (Design) | AIP | 2023 | $202,500 | $10,125 | $12,375 | $225,000 |
| Castle | Perimeter Fencing (Construction) | AIP | 2024 | $3,600,000 | $180,000 | $220,000 | $4,000,000 |
| Castle | Re-Pave Existing Service Road (Construction) | AIP | 2024 | $2,700,000 | $135,000 | $165,000 | $3,000,000 |
| Cedarville | Update PMMP | A&D | 2019 | $0 | $79,200 | $8,800 | $88,000 |
| Cedarville | Replace Beacon and Add New Pole | A&D | 2020 | $0 | $104,400 | $11,600 | $116,000 |
| Cedarville | Slurry Seal Runway | AIP | 2022 | $212,400 | $10,620 | $12,980 | $236,000 |
| Cedarville | Slurry Seal Taxiway, Aprons & Tie Down | A&D | 2022 | $0 | $144,000 | $16,000 | $160,000 |
| Cedarville | No projects from 2023-2027 | | 2023 | $0 | $0 | $0 | $0 |
| Cedarville | Design-AWOS A-V, Seg Crcle, Ltd Wind Cone Jt Crk Seal | A&D | 2028 | $0 | $291,600 | $32,400 | $324,000 |
| Charles M. Schulz, Sonoma County | AIP 46 RSA Environmental Maintenance | AIP | 2019 | $1,994,520 | $0 | $205,480 | $2,200,000 |
| Charles M. Schulz, Sonoma County | Construct Terminal Apron Rehabilitation | AIP | 2019 | $1,221,047 | $0 | $125,795 | $1,346,842 |
| Charles M. Schulz, Sonoma County | Permanent Hold Room/Baggage Area Expansion | AIP | 2019 | $20,000,000 | $0 | $5,000,000 | $25,000,000 |
| Charles M. Schulz, Sonoma County | Taxiway A Reconstruction/Overlay and Shoulders - Design | | 2019 | $0 | $0 | $350,000 | $350,000 |

| Airport Name | Project Name | Project Type | Program Year | FAA Grant Amount | State Grant Amount | Local Matching Amount | Total Project Cost |
|---|---|---|---|---|---|---|---|
| Charles M. Schulz, Sonoma County | Temporary Hold Room - Design and Construction | AIP | 2019 | $3,082,440 | $0 | $317,560 | $3,400,000 |
| Charles M. Schulz, Sonoma County | New ARFF Building | | 2020 | $0 | $0 | $750,000 | $750,000 |
| Charles M. Schulz, Sonoma County | Taxiway A Reconstruction/Overlay and Shoulders | AIP | 2020 | $3,173,100 | $0 | $326,900 | $3,500,000 |
| Charles M. Schulz, Sonoma County | Airfield Wildlife Fence | AIP | 2021 | $770,610 | $0 | $79,390 | $850,000 |
| Charles M. Schulz, Sonoma County | New ARFF Vehicle | AIP | 2021 | $679,950 | $0 | $70,050 | $750,000 |
| Charles M. Schulz, Sonoma County | Runway 14-32 Overlay, Shoulders and Centerline Lighting | | 2021 | $0 | $0 | $700,000 | $700,000 |
| Charles M. Schulz, Sonoma County | New ARFF Building | AIP | 2022 | $7,252,800 | $0 | $747,200 | $8,000,000 |
| Charles M. Schulz, Sonoma County | Terminal Ramp Reconstruction | AIP | 2022 | $0 | $0 | $650,000 | $650,000 |
| Charles M. Schulz, Sonoma County | Runway 14-32 Overlay, Shoulders and Centerline Lighting | AIP | 2023 | $7,252,800 | $0 | $747,200 | $8,000,000 |
| Charles M. Schulz, Sonoma County | Terminal Ramp Reconstruction | AIP | 2024 | $6,527,520 | $0 | $672,480 | $7,200,000 |
| Charles M. Schulz, Sonoma County | Apron E Reconstruction | AIP | 2025 | $407,970 | $0 | $42,030 | $450,000 |
| Charles M. Schulz, Sonoma County | Apron F Reconstruction | AIP | 2025 | $3,803,822 | $0 | $391,878 | $4,195,700 |
| Charles M. Schulz, Sonoma County | Apron E Reconstruction | AIP | 2026 | $3,331,755 | $0 | $343,245 | $3,675,000 |
| Charles M. Schulz, Sonoma County | Environmental Assessment for Taxiway Z | AIP | 2026 | $226,650 | $0 | $23,350 | $250,000 |
| Charles M. Schulz, Sonoma County | Taxiway J Reconstruction | AIP | 2026 | $1,994,520 | $0 | $205,480 | $2,200,000 |
| Charles M. Schulz, Sonoma County | Apron D Reconstruction | AIP | 2027 | $7,207,470 | $0 | $742,530 | $7,950,000 |
| Charles M. Schulz, Sonoma County | Runway 2-20 and Taxiway B & D Rehabilitation | AIP | 2027 | $1,618,281 | $0 | $166,719 | $1,785,000 |
| Charles M. Schulz, Sonoma County | T/W Z&K, Apron A Rehabilitation | AIP | 2028 | $1,087,920 | $0 | $112,080 | $1,200,000 |

| Airport Name | Project Name | Project Type | Program Year | FAA Grant Amount | State Grant Amount | Local Matching Amount | Total Project Cost |
|---|---|---|---|---|---|---|---|
| Charles M. Schulz, Sonoma County | Taxiway C, D and G Reconstruction | AIP | 2028 | $5,548,392 | $0 | $571,608 | $6,120,000 |
| Charles M. Schulz, Sonoma County | Taxiway E Realignment & Taxiway Z Demolition | AIP | 2028 | $1,178,580 | $0 | $121,420 | $1,300,000 |
| Chico Municipal | Crack Seal Kettle | AIP | 2019 | $76,500 | $3,825 | $4,675 | $85,000 |
| Chico Municipal | Reconstruct Taxiway A Phase 2 - Construction | AIP | 2019 | $2,402,100 | $120,105 | $146,795 | $2,669,000 |
| Chico Municipal | Reconstruct Taxiway A Phase 3 - Construction | AIP | 2019 | $5,247,900 | $262,395 | $320,705 | $5,831,000 |
| Chico Municipal | Reconstruct Aircraft Parking Apron Phase 4 | AIP | 2020 | $5,246,100 | $262,305 | $320,595 | $5,829,000 |
| Chico Municipal | Design - Reconstruct Runway 13L-31R | AIP | 2020 | $999,000 | $49,950 | $61,050 | $1,110,000 |
| Chico Municipal | Construct: Reconstruct 13L-31R | AIP | 2021 | $11,632,500 | $581,625 | $710,875 | $12,925,000 |
| Chico Municipal | Terminal Area Development Plan | AIP | 2022 | $207,000 | $10,350 | $12,650 | $230,000 |
| Chico Municipal | Crack Repair and Seal Cracks | AIP | 2022 | $827,100 | $41,355 | $50,545 | $919,000 |
| Chico Municipal | RWY 13R-31L & Apron A1a and A3a Rehabilitation | AIP | 2024 | $641,700 | $32,085 | $39,215 | $713,000 |
| Chico Municipal | Environmental Studies | AIP | 2024 | $117,000 | $5,850 | $7,150 | $130,000 |
| Chico Municipal | Security Development - Design/Construct | AIP | 2025 | $439,200 | $21,960 | $26,840 | $488,000 |
| Chico Municipal | North Hangars & Apron A1 | AIP | 2025 | $2,430,900 | $121,545 | $148,555 | $2,701,000 |
| Chico Municipal | Apron A3b & A4a and Taxiway H Rehabilitation | AIP | 2025 | $185,400 | $9,270 | $11,330 | $206,000 |
| Chico Municipal | Design Terminal Expansion | AIP | 2026 | $742,500 | $37,125 | $45,375 | $825,000 |
| Chico Municipal | Environmental Studies | AIP | 2026 | $162,000 | $8,100 | $9,900 | $180,000 |
| Chico Municipal | Design Automobile Parking Lot Expansion | AIP | 2026 | $140,400 | $7,020 | $8,580 | $156,000 |
| Chico Municipal | Apron 2 Rehabilitation | AIP | 2026 | $105,300 | $5,265 | $6,435 | $117,000 |
| Chico Municipal | T-Hangar Taxilanes TL 1-8 | AIP | 2026 | $1,026,000 | $51,300 | $62,700 | $1,140,000 |
| Chico Municipal | Terminal Expansion Construction | AIP | 2027 | $10,710,000 | $535,500 | $654,500 | $11,900,000 |
| Chico Municipal | Construct Automobile Parking Lot Expansion | AIP | 2027 | $1,221,300 | $61,065 | $74,635 | $1,357,000 |
| Chico Municipal | Design Runway 13R/31L Extension | AIP | 2028 | $743,400 | $37,170 | $45,430 | $826,000 |
| Chino | Airfield Drainage Improvements Ph 1 Environmental | AIP | 2027 | $54,000 | $2,700 | $3,300 | $60,000 |
| Chino | Airfield Drainage Improvements Ph 2 Design | AIP | 2028 | $117,000 | $5,850 | $7,150 | $130,000 |
| Chiriaco Summit | No Project | | 2019 | $0 | $0 | $0 | $0 |
| Chiriaco Summit | Widen Runway to 60 feet | A&D | 2020 | $0 | $450,000 | $50,000 | $500,000 |
| Chiriaco Summit | No Project | | 2021 | $0 | $0 | $0 | $0 |
| Chiriaco Summit | Rehabilitate Taxiway Pavement | A&D | 2022 | $0 | $315,000 | $35,000 | $350,000 |
| Chiriaco Summit | No Project | | 2023 | $0 | $0 | $0 | $0 |
| Chiriaco Summit | Reconstruct Apron | A&D | 2024 | $0 | $585,000 | $65,000 | $650,000 |
| Chiriaco Summit | No Project | | 2025 | $0 | $0 | $0 | $0 |
| Chiriaco Summit | Install MIRL and Electrical Vault | A&D | 2026 | $0 | $571,500 | $63,500 | $635,000 |

| Airport Name | Project Name | Project Type | Program Year | FAA Grant Amount | State Grant Amount | Local Matching Amount | Total Project Cost |
|---|---|---|---|---|---|---|---|
| Chiriaco Summit | No Project | | 2027 | $0 | $0 | $0 | $0 |
| Chiriaco Summit | Install Rotating Beacon | A&D | 2028 | $0 | $180,000 | $20,000 | $200,000 |
| Chowchilla | Rehabilitate Rwy 12-30 (Construct) | AIP | 2019 | $2,925,900 | $146,295 | $178,805 | $3,251,000 |
| Chowchilla | Enviromental Assessment - East Side Development RPZ | AIP | 2020 | $216,140 | $10,807 | $13,209 | $240,155 |
| Chowchilla | Land Acquisition - East Side Development RPZ (50 Acres) | AIP | 2022 | $1,485,000 | $74,250 | $90,750 | $1,650,000 |
| Chowchilla | Access Control, Perimeter Security Upgrades, and Apron | AIP | 2023 | $594,000 | $29,700 | $36,300 | $660,000 |
| Chowchilla | Extend Taxiway B on East Side (30' x 2,690') | AIP | 2023 | $166,500 | $8,325 | $10,175 | $185,000 |
| Chowchilla | Extend Taxiway B on East Side (30' x 2,690') | AIP | 2024 | $1,327,500 | $66,375 | $81,125 | $1,475,000 |
| Chowchilla | East Side Access Road (30' x 4,550')(Design) | AIP | 2025 | $220,500 | $11,025 | $13,475 | $245,000 |
| Chowchilla | East Side General Aviation Apron (380,000 sq. ft.)(Design) | AIP | 2025 | $396,900 | $19,845 | $24,255 | $441,000 |
| Chowchilla | East Side Access Road (30' x 4,550') (Construction) | AIP | 2026 | $1,858,500 | $92,925 | $113,575 | $2,065,000 |
| Chowchilla | Airfield Pavement Rehabilitation (Design) | AIP | 2027 | $28,800 | $1,440 | $1,760 | $32,000 |
| Chowchilla | East Side General Aviation Apron (380,000 sq. ft.)(Const.) | AIP | 2027 | $3,663,900 | $183,195 | $223,905 | $4,071,000 |
| Chowchilla | East Side Hangar Taxilanes (25' x 2,950') (Design) | AIP | 2027 | $281,700 | $14,085 | $17,215 | $313,000 |
| Chowchilla | Airfield Pavement Rehabilitation (Construction) | AIP | 2028 | $234,000 | $11,700 | $14,300 | $260,000 |
| Chowchilla | East Side Hangar Taxilanes (25' x 2,950') (Construction) | AIP | 2028 | $2,362,500 | $118,125 | $144,375 | $2,625,000 |
| Cloverdale Municipal | Construct Taxiway Pavement Rehabilitation | AIP | 2019 | $450,000 | $22,500 | $27,500 | $500,000 |
| Cloverdale Municipal | Enviromental Studies for Infield Area Drainage Improvement | AIP | 2020 | $202,500 | $10,125 | $12,375 | $225,000 |
| Cloverdale Municipal | Design Infield Area Drainage Improvements | AIP | 2021 | $135,000 | $6,750 | $8,250 | $150,000 |
| Cloverdale Municipal | Construct Infield Area Drainage Improvements | AIP | 2022 | $391,500 | $19,575 | $23,925 | $435,000 |
| Cloverdale Municipal | Design Apron Pavement Reconstruction and Apron Lighting | AIP | 2023 | $135,000 | $6,750 | $8,250 | $150,000 |
| Cloverdale Municipal | Construct Apron Pavement Reconstruction | AIP | 2024 | $450,000 | $22,500 | $27,500 | $500,000 |
| Cloverdale Municipal | Construct Apron Lighting | AIP | 2024 | $90,000 | $4,500 | $5,500 | $100,000 |
| Cloverdale Municipal | Design AWOS | AIP | 2025 | $76,500 | $3,825 | $4,675 | $85,000 |
| Cloverdale Municipal | Construct AWOS | AIP | 2026 | $247,500 | $12,375 | $15,125 | $275,000 |
| Cloverdale Municipal | Design Pave Access within Airport Property | AIP | 2026 | $67,500 | $3,375 | $4,125 | $75,000 |
| Cloverdale Municipal | Construct Pave Access within Airport Property | AIP | 2027 | $315,000 | $15,750 | $19,250 | $350,000 |
| Cloverdale Municipal | Design Segmented Circle and Lighted Wind Cone | AIP | 2028 | $45,000 | $2,250 | $2,750 | $50,000 |
| Cloverdale Municipal | Wildlife Hazard Assessment | AIP | 2028 | $112,500 | $5,625 | $6,875 | $125,000 |
| Columbia | AWOS Replacement | AIP | 2019 | $150,000 | $7,500 | $9,167 | $166,667 |
| Columbia | B-II Environmental Assesment and Pre-Design | AIP | 2019 | $2,250,000 | $112,500 | $137,500 | $2,500,000 |
| Columbia | ALUC Plan Update | A&D | 2020 | $0 | $225,000 | $25,000 | $250,000 |
| Columbia | B-II Standards Design | AIP | 2020 | $4,500,000 | $225,000 | $275,000 | $5,000,000 |
| Columbia | B-II Standards Construction Phase 1 | AIP | 2021 | $13,500,000 | $675,000 | $825,000 | $15,000,000 |
| Columbia | B-II Standards Construction Phase 2 | AIP | 2022 | $13,500,000 | $675,000 | $825,000 | $15,000,000 |

| Airport Name | Project Name | Project Type | Program Year | FAA Grant Amount | State Grant Amount | Local Matching Amount | Total Project Cost |
|---|---|---|---|---|---|---|---|
| Columbia | B-II Standards Construction Phase 3 | AIP | 2023 | $13,500,000 | $675,000 | $825,000 | $15,000,000 |
| Columbia | Runway 17/35 Rehab Design | AIP | 2024 | $225,000 | $11,250 | $13,750 | $250,000 |
| Columbia | Runway 17/35 Rehab Construction | AIP | 2025 | $2,700,000 | $135,000 | $165,000 | $3,000,000 |
| Columbia | VASI to PAPI | AIP | 2025 | $450,000 | $22,500 | $27,500 | $500,000 |
| Columbia | Taxiway A Rehabilitation Design | AIP | 2026 | $405,000 | $20,250 | $24,750 | $450,000 |
| Columbia | Taxiway A Rehabilitation | AIP | 2027 | $4,050,000 | $202,500 | $247,500 | $4,500,000 |
| Columbia | Parking Apron Rehab Design | AIP | 2028 | $135,000 | $6,750 | $8,250 | $150,000 |
| Columbia | Parking Apron Rehabilitation Construction - Phase 1 | AIP | 2028 | $927,000 | $46,350 | $56,650 | $1,030,000 |
| Columbia | Parking Apron Rehabilitation Construction - Phase 2 | AIP | 2028 | $927,000 | $46,350 | $56,650 | $1,030,000 |
| Colusa County | Runway Pavement Preservation (Design) | AIP | 2019 | $69,425 | $3,471 | $4,243 | $77,139 |
| Colusa County | Runway Pavement Preservation (Design) | AIP | 2020 | $69,425 | $3,471 | $4,243 | $77,139 |
| Colusa County | Runway Pavement Preservation (Construction) | AIP | 2020 | $360,900 | $18,045 | $22,055 | $401,000 |
| Colusa County | Perimeter Fence Installation (Design and Construction) | AIP | 2021 | $45,000 | $2,250 | $2,750 | $50,000 |
| Colusa County | Infield Area Drainage and Erosion Improvements (Design) | AIP | 2023 | $90,000 | $4,500 | $5,500 | $100,000 |
| Colusa County | Infield Area Drainage and Erosion Improvements (Const.) | AIP | 2024 | $450,000 | $22,500 | $27,500 | $500,000 |
| Colusa County | CATEX for 2023 Projects | AIP | 2027 | $40,500 | $2,025 | $2,475 | $45,000 |
| Colusa County | Helipad - Design | AIP | 2027 | $45,000 | $2,250 | $2,750 | $50,000 |
| Colusa County | Runway, Taxiway & Ramp Pavement Rehabilition | AIP | 2027 | $675,000 | $33,750 | $41,250 | $750,000 |
| Colusa County | Helipad - Construction | AIP | 2028 | $315,000 | $15,750 | $19,250 | $350,000 |
| Compton-Woodley | Zero Emissions Vehicle and Infrastructure (ZEV) Program Fund | A&D | 2019 | $0 | $135,000 | $15,000 | $150,000 |
| Compton-Woodley | Pavement Repairs & Maintenance - Crack Sealing/Patching | A&D | 2019 | $0 | $45,000 | $5,000 | $50,000 |
| Compton-Woodley | Airport Land Use Compatibility Plan (ALUCP) | A&D | 2020 | $0 | $270,000 | $30,000 | $300,000 |
| Compton-Woodley | New Terminal Building | AIP | 2020 | $2,250,000 | $112,500 | $137,500 | $2,500,000 |
| Compton-Woodley | Rehabilitate  South Taxi Lanes & Ramp/Apron (Design) | AIP | 2020 | $900,000 | $45,000 | $55,000 | $1,000,000 |
| Corning Municipal | Perimeter Security Fencing & Card Controlled Access | AIP | 2019 | $163,800 | $8,190 | $10,010 | $182,000 |
| Corning Municipal | Seal & Remark Runway & Taxiways, Reconstruct Shoulder | AIP | 2020 | $45,000 | $2,250 | $2,750 | $50,000 |
| Corning Municipal | Seal & Remark Runway and Taxiways, Reconstruct Shoulder | AIP | 2021 | $463,500 | $23,175 | $28,325 | $515,000 |
| Corning Municipal | New Taxiway for New T-Hangar Construction - Design | AIP | 2022 | $27,000 | $1,350 | $1,650 | $30,000 |
| Corning Municipal | New Taxiway for new T-Hangar Construction - Construction | AIP | 2023 | $607,500 | $30,375 | $37,125 | $675,000 |
| Corona Municipal | Repave-Striping Taxiways | AIP | 2019 | $180,000 | $9,000 | $11,000 | $200,000 |
| Corona Municipal | Upgrade City Tie-Down Area for Transient Planes | AIP | 2019 | $63,000 | $3,150 | $3,850 | $70,000 |
| Corona Municipal | Repair North and South Flood Wall | AIP | 2020 | $90,000 | $4,500 | $5,500 | $100,000 |
| Corona Municipal | Construct Public Restroom | AIP | 2021 | $225,000 | $11,250 | $13,750 | $250,000 |
| Corona Municipal | Airport Master Plan | AIP | 2022 | $225,000 | $11,250 | $13,750 | $250,000 |
| Corona Municipal | Repair Airport Storm Drain System | A&D | 2023 | $0 | $90,000 | $10,000 | $100,000 |

| Airport Name | Project Name | Project Type | Program Year | FAA Grant Amount | State Grant Amount | Local Matching Amount | Total Project Cost |
|---|---|---|---|---|---|---|---|
| Delano Municipal | No Airport Project | A&D | 2019 | $0 | $0 | $0 | $0 |
| Delano Municipal | No Airport Project | A&D | 2020 | $0 | $0 | $0 | $0 |
| Delano Municipal | No Airport Project | A&D | 2021 | $0 | $0 | $0 | $0 |
| Delano Municipal | No Airport Project | A&D | 2022 | $0 | $0 | $0 | $0 |
| Delano Municipal | No Airport Project | A&D | 2023 | $0 | $0 | $0 | $0 |
| Delano Municipal | Permeter Access Gates | AIP | 2024 | $112,500 | $5,625 | $6,875 | $125,000 |
| Delano Municipal | Permeter Access Control | AIP | 2025 | $99,000 | $4,950 | $6,050 | $110,000 |
| Delano Municipal | Construct Access Road and Infrastrcuture | AIP | 2026 | $400,500 | $20,025 | $24,475 | $445,000 |
| Delano Municipal | Construct Induvidual Hangers in NW Area | AIP | 2027 | $292,500 | $14,625 | $17,875 | $325,000 |
| Delano Municipal | Application of Rejuvenation and Stripe on Taxiway, Apron | AIP | 2028 | $148,500 | $7,425 | $9,075 | $165,000 |
| Dunsmuir Muni-Mott | Aircraft Parking Apron Reconstruction - Phase 1 (Design) | AIP | 2019 | $135,000 | $6,750 | $8,250 | $150,000 |
| Dunsmuir Muni-Mott | Runway 14-32 & Connector Taxiways Reconstruction w/Reflector Lights | AIP | 2019 | $2,556,000 | $127,800 | $156,200 | $2,840,000 |
| Dunsmuir Muni-Mott | Aircraft Parking Apron Reconstruction - Phase 1 (Const) | AIP | 2021 | $1,242,000 | $62,100 | $75,900 | $1,380,000 |
| Dunsmuir Muni-Mott | Aircraft Parking Apron Reconstruction - Phase 2 (Design) | AIP | 2022 | $72,000 | $3,600 | $4,400 | $80,000 |
| Dunsmuir Muni-Mott | Aircraft Parking Apron Reconstruction - Phase 2 (Const) | AIP | 2023 | $675,000 | $33,750 | $41,250 | $750,000 |
| Dunsmuir Muni-Mott | Taxiway Reconstruction (Design) | AIP | 2024 | $72,000 | $3,600 | $4,400 | $80,000 |
| Dunsmuir Muni-Mott | Taxiway Reconstruction (Construction) | AIP | 2024 | $666,000 | $33,300 | $40,700 | $740,000 |
| Dunsmuir Muni-Mott | Refurbish Beacon | AIP | 2024 | $90,000 | $4,500 | $5,500 | $100,000 |
| Elk Hills-Buttonwillow | No Project | | 2019 | $0 | $0 | $0 | $0 |
| Elk Hills-Buttonwillow | No Project | | 2028 | $0 | $0 | $0 | $0 |
| Fall River Mills | Rehabilitate Runway 02/20, Connector Taxiwys, & Access Rd | AIP | 2019 | $600,000 | $30,000 | $36,667 | $666,667 |
| Fall River Mills | Airport Land Use Compatibility Plan Update | A&D | 2020 | $0 | $225,000 | $25,000 | $250,000 |
| Fall River Mills | Design Reimbursment & Rehab Parallel Tway, Hanger Twy & Apron | AIP | 2024 | $450,000 | $22,500 | $27,500 | $500,000 |
| Fallbrook Community Airpark | Rehabilitate Runway | AIP | 2028 | $1,080,000 | $54,000 | $66,000 | $1,200,000 |
| Firebaugh | Fence and Gates Replacement | AIP | 2019 | $90,000 | $4,500 | $5,500 | $100,000 |
| Firebaugh | Airport Layout Plan Update | AIP | 2020 | $180,000 | $9,000 | $11,000 | $200,000 |
| Firebaugh | RSA Obstruction Removal | AIP | 2022 | $72,000 | $3,600 | $4,400 | $80,000 |
| Firebaugh | RSA Obstruction Removal | AIP | 2023 | $540,000 | $27,000 | $33,000 | $600,000 |
| Firebaugh | Additional Aircraft Apron | AIP | 2024 | $67,500 | $3,375 | $4,125 | $75,000 |
| Firebaugh | Additional Aircraft Apron | AIP | 2025 | $387,000 | $19,350 | $23,650 | $430,000 |
| Firebaugh | Install Medium Intensity Taxiway Lighting | AIP | 2026 | $162,000 | $8,100 | $9,900 | $180,000 |
| Firebaugh | Fuel Island and Segmented Circle | AIP | 2027 | $27,000 | $1,350 | $1,650 | $30,000 |

| Airport Name | Project Name | Project Type | Program Year | FAA Grant Amount | State Grant Amount | Local Matching Amount | Total Project Cost |
|---|---|---|---|---|---|---|---|
| Firebaugh | Fuel Island and Segmented Circle | AIP | 2028 | $324,000 | $16,200 | $19,800 | $360,000 |
| Fort Bidwell | Resurfacing Material, Grading, Eng, Rolling | A&D | 2020 | $0 | $44,550 | $4,950 | $49,500 |
| Fort Bidwell | No Projects for 2021, 2023-2025, 2027-2028 | | 2021 | $0 | $0 | $0 | $0 |
| Fort Bidwell | Engineering, Design and Add New Gravel for Runway | A&D | 2022 | $0 | $45,000 | $5,000 | $50,000 |
| Fort Bidwell | Engineering, Design and Add New Gravel for Runway | A&D | 2026 | $0 | $49,500 | $5,500 | $55,000 |
| Franklin Field | Rehabilitate Aircraft Parking Apron | AIP | 2020 | $945,000 | $47,250 | $57,750 | $1,050,000 |
| Franklin Field | Rehabilitate Runway 9/27 | AIP | 2021 | $495,000 | $24,750 | $30,250 | $550,000 |
| Franklin Field | Rehabilitate Taxiway "A" | AIP | 2022 | $450,000 | $22,500 | $27,500 | $500,000 |
| Franklin Field | Rehabilitate Parking Lot Entrance Road | AIP | 2024 | $247,500 | $12,375 | $15,125 | $275,000 |
| French Valley | R/W 18-36, T/W A, Connector T/W Rehab Design & Construction | AIP | 2019 | $3,442,500 | $172,125 | $210,375 | $3,825,000 |
| French Valley | TW A and Connector TWYs Rehabilitation-Phase 2 Construction | AIP | 2020 | $612,000 | $30,600 | $37,400 | $680,000 |
| French Valley | No Project | | 2021 | $0 | $0 | $0 | $0 |
| French Valley | All Apron Pavement Rehabilitation - Design | AIP | 2022 | $108,000 | $5,400 | $6,600 | $120,000 |
| French Valley | Middle Apron Pavement Rehabilitation - Phase 1 Construction | AIP | 2023 | $627,300 | $31,365 | $38,335 | $697,000 |
| French Valley | North Apron Pavement Rehabilitation - Phase 2 Construction | AIP | 2024 | $413,100 | $20,655 | $25,245 | $459,000 |
| French Valley | Apron Pavement Rehab - Phase 3 South Apron Construction | AIP | 2025 | $328,500 | $16,425 | $20,075 | $365,000 |
| French Valley | Airport Layout Plan with Narrative Report | AIP | 2026 | $150,000 | $7,500 | $9,167 | $166,667 |
| French Valley | South Apron W/Tiedowns Design | AIP | 2027 | $108,000 | $5,400 | $6,600 | $120,000 |
| French Valley | South Apron W/Tiedowns Construction | AIP | 2028 | $1,153,800 | $57,690 | $70,510 | $1,282,000 |
| Fresno Chandler Executive | Airport Beacon Replacement and Relocation | AIP | 2020 | $135,000 | $6,750 | $8,250 | $150,000 |
| Fresno Chandler Executive | Tower Removal and Infrastructure Rehab (Enviromental and Design) | AIP | 2021 | $99,000 | $4,950 | $6,050 | $110,000 |
| Fresno Chandler Executive | Tower Removal and Infrastructure Rehab (Construcction) | AIP | 2023 | $540,000 | $27,000 | $33,000 | $600,000 |
| Fresno Chandler Executive | Perimeter Fence Replacement (Enviromental and Design) | AIP | 2024 | $90,000 | $4,500 | $5,500 | $100,000 |
| Fresno Chandler Executive | Perimeter Fence Replacement (Construction) | AIP | 2025 | $1,080,000 | $54,000 | $66,000 | $1,200,000 |
| Fresno Chandler Executive | Remove Part 77 Obstructions | AIP | 2025 | $67,500 | $3,375 | $4,125 | $75,000 |
| Fresno Chandler Executive | RPZ Land Use Control | AIP | 2026 | $900,000 | $45,000 | $55,000 | $1,000,000 |
| Fresno Chandler Executive | Design Standard Taxiway Connectors (Enviromental and Design) | AIP | 2027 | $247,500 | $12,375 | $15,125 | $275,000 |
| Fresno Chandler Executive | Design Standard Taxiway Connectors (Construction) | AIP | 2028 | $2,790,000 | $139,500 | $170,500 | $3,100,000 |
| Fresno Chandler Executive | Runway 12-30 Extension (Enviromental and Design) | AIP | 2028 | $342,000 | $17,100 | $20,900 | $380,000 |
| Fresno Yosemite International | Airfiled Lighting Control System Replacement (Design/Const) | AIP | 2019 | $458,492 | $0 | $50,944 | $509,435 |

| Airport Name | Project Name | Project Type | Program Year | FAA Grant Amount | State Grant Amount | Local Matching Amount | Total Project Cost |
|---|---|---|---|---|---|---|---|
| Fresno Yosemite International | Airfield Perimeter Fencing Replacement (Phase 1) | AIP | 2019 | $828,000 | $0 | $92,000 | $920,000 |
| Fresno Yosemite International | Gate 8 Modifications and Passenger Boarding Bridge | AIP | 2019 | $2,266,290 | $0 | $251,810 | $2,518,100 |
| Fresno Yosemite International | Part 150 Residential Sound Insulation Program | AIP | 2019 | $1,000,000 | $0 | $111,111 | $1,111,111 |
| Fresno Yosemite International | High Speed Exit Removal B6, B4, B3 - Replace with 90 Degree Connector | AIP | 2020 | $2,970,000 | $0 | $330,000 | $3,300,000 |
| Fresno Yosemite International | Part 150 Residential Sound Insulation Program | AIP | 2020 | $1,000,000 | $0 | $111,111 | $1,111,111 |
| Fresno Yosemite International | Terminal East Apron Improvements (Design/Construction) | AIP | 2020 | $5,456,979 | $0 | $606,331 | $6,063,310 |
| Fresno Yosemite International | Part 150 Residential Sound Insulation Program | AIP | 2021 | $1,000,000 | $0 | $111,111 | $1,111,111 |
| Fresno Yosemite International | Terminal Improvement Program (Enviromental/Design) | AIP | 2021 | $3,574,549 | $0 | $397,172 | $3,971,721 |
| Fresno Yosemite International | Part 150 Residential Sound Insulation Program | AIP | 2022 | $1,000,000 | $0 | $111,111 | $1,111,111 |
| Fresno Yosemite International | Reconstruct Runway 11L-29R PCC (Design) | AIP | 2022 | $2,070,000 | $0 | $230,000 | $2,300,000 |
| Fresno Yosemite International | Terminal Improvement Program (Construction) | AIP | 2022 | $36,104,975 | $0 | $4,011,664 | $40,116,639 |
| Fresno Yosemite International | Part 150 Residential Sound Insulation Program | AIP | 2023 | $1,000,000 | $0 | $111,111 | $1,111,111 |
| Fresno Yosemite International | Reconstruct Runway 11L-29R (Construction) | AIP | 2023 | $40,500,000 | $0 | $4,500,000 | $45,000,000 |
| Fresno Yosemite International | ARFF Station (Enviromental/Design) | AIP | 2024 | $1,260,000 | $0 | $140,000 | $1,400,000 |
| Fresno Yosemite International | Part 150 Residential Sound Insulation Program | AIP | 2024 | $1,000,000 | $0 | $111,111 | $1,111,111 |
| Fresno Yosemite International | Reconstruct 29L Holdpad (Enviromental/ Design/ Construction) | AIP | 2024 | $1,404,000 | $0 | $156,000 | $1,560,000 |
| Fresno Yosemite International | Reconstruct Taxiway A to Group - III Standards (Enviromental/ Design) | AIP | 2024 | $252,000 | $0 | $28,000 | $280,000 |
| Fresno Yosemite International | Rehabilitate GA Apron and Crossings (Enviromental/Design) | AIP | 2024 | $395,339 | $0 | $43,927 | $439,266 |

| Airport Name | Project Name | Project Type | Program Year | FAA Grant Amount | State Grant Amount | Local Matching Amount | Total Project Cost |
|---|---|---|---|---|---|---|---|
| Fresno Yosemite International | Rehabilitate Terminal North Apron (Enviromental/ Design) | AIP | 2024 | $189,000 | $0 | $21,000 | $210,000 |
| Fresno Yosemite International | Part 150 Noise Mitigation Program | AIP | 2025 | $992,790 | $0 | $110,310 | $1,103,100 |
| Fresno Yosemite International | Reconstruct Taxiway A to Group - III Standards (Construction) | AIP | 2025 | $1,305,000 | $0 | $145,000 | $1,450,000 |
| Fresno Yosemite International | Rehabilitate North Apron (Construction) | AIP | 2025 | $1,323,000 | $0 | $147,000 | $1,470,000 |
| Fresno Yosemite International | SMGCS Implementation (Design) | AIP | 2025 | $243,000 | $0 | $27,000 | $270,000 |
| Fresno Yosemite International | ARFF Station (Construction) | AIP | 2026 | $7,380,000 | $0 | $820,000 | $8,200,000 |
| Fresno Yosemite International | Part 150 Noise Mitigation Program | AIP | 2026 | $992,790 | $0 | $110,310 | $1,103,100 |
| Fresno Yosemite International | Rehabilitate GA Apron and Crossings (Construction) | AIP | 2026 | $4,050,000 | $0 | $450,000 | $4,500,000 |
| Fresno Yosemite International | SMGCS Implementation (Construction) | AIP | 2026 | $2,610,000 | $0 | $290,000 | $2,900,000 |
| Fresno Yosemite International | GA Storage Expans Site (Enviromental/ Design) | AIP | 2027 | $350,100 | $0 | $38,900 | $389,000 |
| Fresno Yosemite International | Part 150 Noise Mitigation Program | AIP | 2027 | $992,790 | $0 | $110,310 | $1,103,100 |
| Fresno Yosemite International | GA Storage Expans Site (Construction) | AIP | 2028 | $6,177,600 | $0 | $686,400 | $6,864,000 |
| Fresno Yosemite International | Part 150 Noise Mitigation Program | AIP | 2028 | $992,790 | $0 | $110,310 | $1,103,100 |
| Fullerton Municipal | Enhance Runway Edges | AIP | 2021 | $1,125,000 | $56,250 | $68,750 | $1,250,000 |
| Fullerton Municipal | Slurry Seal Aircraft Parking Ramp | AIP | 2025 | $450,000 | $22,500 | $27,500 | $500,000 |
| Gansner | Acquire Snowblower | AIP | 2019 | $107,100 | $5,355 | $6,545 | $119,000 |
| Gansner | Design-Reseal Airfield Pavement Joints in TW A & Apron | AIP | 2020 | $488,700 | $24,435 | $29,865 | $543,000 |
| Gansner | Design/Construct: Snow Removal Equipment Building | AIP | 2021 | $412,200 | $20,610 | $25,190 | $458,000 |
| Gansner | Design/Construct:New Beacon Tower and Light | AIP | 2021 | $99,000 | $4,950 | $6,050 | $110,000 |
| Gansner | Environmental Assessment - Perimeter Fence | AIP | 2022 | $355,230 | $17,762 | $21,709 | $394,700 |
| Gansner | No Development is Proposed for 2023 | | 2023 | $0 | $0 | $0 | $0 |
| Gansner | Perimeter Fencing | AIP | 2024 | $499,500 | $24,975 | $30,525 | $555,000 |
| Gansner | ALP Narrative including Updated ALP Drawings | AIP | 2025 | $108,000 | $5,400 | $6,600 | $120,000 |

| Airport Name | Project Name | Project Type | Program Year | FAA Grant Amount | State Grant Amount | Local Matching Amount | Total Project Cost |
|---|---|---|---|---|---|---|---|
| Gansner | Update PMMP | AIP | 2025 | $117,000 | $5,850 | $7,150 | $130,000 |
| Gansner | Engineering Design - Hangar Development | AIP | 2026 | $265,500 | $13,275 | $16,225 | $295,000 |
| Gansner | Environmental Assessment - Fuel Facilities | AIP | 2026 | $45,000 | $2,250 | $2,750 | $50,000 |
| Gansner | Site Preparation - New Tee Hangars | AIP | 2027 | $559,800 | $27,990 | $34,210 | $622,000 |
| Gansner | Design - Fuel Facilities | AIP | 2028 | $18,000 | $900 | $1,100 | $20,000 |
| Gansner | Environmental Assessment (EA) - Tee Hangars Development | AIP | 2028 | $55,800 | $2,790 | $3,410 | $62,000 |
| Gansner | Land Acquisition for R/W Extension, RPZ & Hangar | AIP | 2028 | $301,500 | $15,075 | $18,425 | $335,000 |
| Gansner | New 12-unit Tee Hangar Building | AIP | 2028 | $1,049,400 | $52,470 | $64,130 | $1,166,000 |
| General William J Fox | Runway 06/24 Reconstruction - [Construction] | AIP | 2019 | $13,340,700 | $667,035 | $815,265 | $14,823,000 |
| General William J Fox | Rehabilitate (Slurry Seal) South Taxi Lanes & Ramp/Apron | AIP | 2021 | $720,000 | $36,000 | $44,000 | $800,000 |
| Georgetown | On-Airport Obstruction Removal | AIP | 2019 | $79,200 | $3,960 | $4,840 | $88,000 |
| Georgetown | New Airport Beacon (Design and Construct) | AIP | 2021 | $135,000 | $6,750 | $8,250 | $150,000 |
| Georgetown | Runway Pavement Removal for RSA (Design) | AIP | 2021 | $90,000 | $4,500 | $5,500 | $100,000 |
| Georgetown | Runway Pavement Removal for RSA | AIP | 2022 | $382,500 | $19,125 | $23,375 | $425,000 |
| Georgetown | New Connector Taxiway (Design) | AIP | 2022 | $81,000 | $4,050 | $4,950 | $90,000 |
| Georgetown | New Connector Taxiway (Construction) | AIP | 2023 | $382,500 | $19,125 | $23,375 | $425,000 |
| Georgetown | New Automated Weather Observation Station | AIP | 2024 | $45,000 | $2,250 | $2,750 | $50,000 |
| Gillespie Field | Improve Airport Drainage | AIP | 2019 | $5,337,000 | $266,850 | $326,150 | $5,930,000 |
| Gillespie Field | Apron | AIP | 2020 | $5,670,000 | $283,500 | $346,500 | $6,300,000 |
| Gillespie Field | Improve Airport Drainage | AIP | 2021 | $3,960,000 | $198,000 | $242,000 | $4,400,000 |
| Gillespie Field | Taxiway | AIP | 2022 | $1,980,000 | $99,000 | $121,000 | $2,200,000 |
| Gillespie Field | Rehabilitate Runway | AIP | 2023 | $4,500,000 | $225,000 | $275,000 | $5,000,000 |
| Gnoss Field | Runway 13-31 Reconstruction Reimbursment | AIP | 2019 | $299,700 | $14,985 | $18,315 | $333,000 |
| Gnoss Field | Enviro Mitigation Plan Development and Permit Application | AIP | 2020 | $270,000 | $13,500 | $16,500 | $300,000 |
| Gnoss Field | RW 13-31 and Parallel TW Extension Design Phase 1 & 2 | AIP | 2020 | $855,000 | $42,750 | $52,250 | $950,000 |
| Gnoss Field | Environmental Mitigation for Runway 13-31 Extension | AIP | 2021 | $5,580,000 | $279,000 | $341,000 | $6,200,000 |
| Gnoss Field | Runway 13-31 and Parallel Taxiway Extension Construction | AIP | 2021 | $3,420,000 | $171,000 | $209,000 | $3,800,000 |
| Gnoss Field | RW 13-31 and Parallel TW Extension Const Ph 2 and CEQA Reimbusement | AIP | 2022 | $1,916,934 | $95,847 | $117,146 | $2,129,927 |
| Gnoss Field | Runway 13-31 Seal Coat and APMP Update - Design | AIP | 2023 | $135,000 | $6,750 | $8,250 | $150,000 |
| Gnoss Field | Runway 13-31 Seal Coat - Construction | AIP | 2024 | $387,000 | $19,350 | $23,650 | $430,000 |
| Gustine | Const. Drainage Improvements, East Side | AIP | 2019 | $619,999 | $31,000 | $37,889 | $688,888 |
| Gustine | ALP Update | AIP | 2020 | $157,500 | $7,875 | $9,625 | $175,000 |
| Gustine | ALP Update (Continuation) | AIP | 2021 | $157,500 | $7,875 | $9,625 | $175,000 |
| Gustine | Runway Rehab (Rehab/Maintenance Airfield Pavements) | AIP | 2022 | $450,000 | $22,500 | $27,500 | $500,000 |

| Airport Name | Project Name | Project Type | Program Year | FAA Grant Amount | State Grant Amount | Local Matching Amount | Total Project Cost |
|---|---|---|---|---|---|---|---|
| Gustine | Design Extend Parallel Taxiway, Phase 1 | AIP | 2023 | $198,000 | $9,900 | $12,100 | $220,000 |
| Haigh Field | Apron Drainage and Pavement Rehab, Design | AIP | 2020 | $180,000 | $9,000 | $11,000 | $200,000 |
| Haigh Field | Taxiway Construction Project, Design | AIP | 2020 | $72,000 | $3,600 | $4,400 | $80,000 |
| Haigh Field | Apron Drainage and Pavement Rehab, Construction | AIP | 2021 | $261,000 | $13,050 | $15,950 | $290,000 |
| Haigh Field | Taxiway Construction Project, Construction | AIP | 2021 | $162,000 | $8,100 | $9,900 | $180,000 |
| Half Moon Bay | Rehabilitate Runway 12/30, Phase I - Design | AIP | 2020 | $112,500 | $5,625 | $6,875 | $125,000 |
| Half Moon Bay | Airfield Electrical Improvements - Design | AIP | 2020 | $495,000 | $24,750 | $30,250 | $550,000 |
| Half Moon Bay | Rehabilitate Runway 12/30, Phase II - Construction | AIP | 2021 | $585,000 | $29,250 | $35,750 | $650,000 |
| Half Moon Bay | Airfield Electrical Improvements, Phase II - Construct | AIP | 2022 | $765,000 | $38,250 | $46,750 | $850,000 |
| Half Moon Bay | Airfield Electrical Improvements, Phase III - Construct | AIP | 2023 | $855,000 | $42,750 | $52,250 | $950,000 |
| Half Moon Bay | Airfield Electrical Improvements, Phase IV - Construct | AIP | 2024 | $1,575,000 | $78,750 | $96,250 | $1,750,000 |
| Half Moon Bay | Airfield Electrical Improvements, Phase IV - Construct | AIP | 2025 | $405,000 | $20,250 | $24,750 | $450,000 |
| Hanford Municipal | Runway 14-32 Pavement Rehabilitation - Construction | AIP | 2019 | $1,044,000 | $52,200 | $63,800 | $1,160,000 |
| Hanford Municipal | No Project (Entitlement Rollover) | AIP | 2020 | $0 | $0 | $0 | $0 |
| Hanford Municipal | No Project (Entitlement Rollover) | AIP | 2021 | $0 | $0 | $0 | $0 |
| Hanford Municipal | South Transient Apron Pavement Reconstruction-Design | AIP | 2022 | $268,650 | $13,433 | $16,418 | $298,500 |
| Hanford Municipal | S. Transient Apron Pavement Reconstruction-Ph 1 Construction | AIP | 2023 | $1,431,000 | $71,550 | $87,450 | $1,590,000 |
| Hanford Municipal | Taxiway A,Connector Taxiways,and Lg. Aircraft Apron Pavement | AIP | 2023 | $83,070 | $4,154 | $5,077 | $92,300 |
| Hanford Municipal | S. Transient Apron Pavement Rehabilitation-Ph 2 Construction | AIP | 2024 | $1,431,000 | $71,550 | $87,450 | $1,590,000 |
| Hanford Municipal | Taxiway A, Connector, and Lg. Aircraft Pavement Rehab-Construction | AIP | 2024 | $686,520 | $34,326 | $41,954 | $762,800 |
| Happy Camp | No Project | | 2019 | $0 | $0 | $0 | $0 |
| Happy Camp | No Project | | 2028 | $0 | $0 | $0 | $0 |
| Hayfork | Taxiway Extension Design | AIP | 2020 | $225,000 | $11,250 | $13,750 | $250,000 |
| Hayfork | Airport Layout Plan Update | AIP | 2021 | $148,500 | $7,425 | $9,075 | $165,000 |
| Hayfork | Runway Light Rehabilitation | AIP | 2021 | $67,500 | $3,375 | $4,125 | $75,000 |
| Hayfork | Airport Pavement Management Program | AIP | 2022 | $13,500 | $675 | $825 | $15,000 |
| Hayfork | Taxiway Extension Construction | AIP | 2023 | $2,025,000 | $101,250 | $123,750 | $2,250,000 |
| Hayward Executive | Sulphur Creek Safety Area Improvements - Construction | AIP | 2020 | $3,780,000 | $189,000 | $231,000 | $4,200,000 |
| Hayward Executive | Taxiway Z Rehab & Lighting - Design | AIP | 2021 | $440,100 | $22,005 | $26,895 | $489,000 |
| Hayward Executive | Taxiway Z Rehab - Construction | AIP | 2022 | $3,991,500 | $199,575 | $243,925 | $4,435,000 |
| Hayward Executive | Runway Safety Area Improvements Design | AIP | 2023 | $569,700 | $28,485 | $34,815 | $633,000 |
| Hayward Executive | Runway Safety Area Improvements- Construction | AIP | 2024 | $12,487,500 | $624,375 | $763,125 | $13,875,000 |

| Airport Name | Project Name | Project Type | Program Year | FAA Grant Amount | State Grant Amount | Local Matching Amount | Total Project Cost |
|---|---|---|---|---|---|---|---|
| Healdsburg Municipal | TWY A, E. Apron, W. Apron Slurry Seal Pvmt Rehab (Design) | AIP | 2019 | $67,500 | $3,375 | $4,125 | $75,000 |
| Healdsburg Municipal | Taxiway A Pavement Rehabilitation (Construction) | AIP | 2020 | $216,000 | $10,800 | $13,200 | $240,000 |
| Healdsburg Municipal | East Apron Pavement Rehabilitation (Construction) | AIP | 2020 | $144,000 | $7,200 | $8,800 | $160,000 |
| Healdsburg Municipal | West Apron Pavement Rehabilitation (Construction) | AIP | 2020 | $270,000 | $13,500 | $16,500 | $300,000 |
| Healdsburg Municipal | No Project | AIP | 2021 | $0 | $0 | $0 | $0 |
| Healdsburg Municipal | Runway 13-31 Pavement Rehabilitation (Design) | AIP | 2022 | $180,000 | $9,000 | $11,000 | $200,000 |
| Healdsburg Municipal | Runway 13-31 Pavement Rehabilitation (Construction) | AIP | 2023 | $2,070,000 | $103,500 | $126,500 | $2,300,000 |
| Healdsburg Municipal | No Project | AIP | 2024 | $0 | $0 | $0 | $0 |
| Healdsburg Municipal | West Transient Apron Rehab - Construct | AIP | 2025 | $943,200 | $47,160 | $57,640 | $1,048,000 |
| Healdsburg Municipal | T/W A, E Apron, W Hangar Apron SS - Design | AIP | 2028 | $51,750 | $2,588 | $3,163 | $57,500 |
| Hemet-Ryan | No Project | | 2019 | $0 | $0 | $0 | $0 |
| Hemet-Ryan | Rehabilitation Taxiway B, East/West Apron Pavement-Design | AIP | 2020 | $99,000 | $4,950 | $6,050 | $110,000 |
| Hemet-Ryan | No Project | | 2021 | $0 | $0 | $0 | $0 |
| Hemet-Ryan | Rehabilitation of East/West Apron Pavmnt-Phase1 Construction | AIP | 2022 | $706,500 | $35,325 | $43,175 | $785,000 |
| Hemet-Ryan | Rehab of TWY B & Hangar Taxilane Pavement- Phase2 Construction | AIP | 2023 | $367,200 | $18,360 | $22,440 | $408,000 |
| Hemet-Ryan | No Project | | 2024 | $0 | $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 | $300,000 |
| Hemet-Ryan | R/W 5-23, T/W A, C, D Connector Overlay Construction | AIP | 2026 | $3,330,000 | $166,500 | $203,500 | $3,700,000 |
| Hemet-Ryan | No Project | AIP | 2027 | $0 | $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 | $135,000 |
| Herlong | ALUCP-Airport Land Use Compatibility Plan-Update County Wide | A&D | 2019 | $0 | $202,500 | $22,500 | $225,000 |
| Herlong | Pavement Maintenance & Remarking; RWY & TWY | A&D | 2020 | $0 | $90,000 | $10,000 | $100,000 |
| Hollister Municipal | Construct - Partial Taxiway K | AIP | 2019 | $3,153,938 | $157,697 | $192,741 | $3,504,375 |
| Hollister Municipal | Remove Taxiway Procedding Runway 6 and install Connecting TW | AIP | 2020 | $264,825 | $13,241 | $16,184 | $294,250 |
| Hollister Municipal | Remove Taxiway Procedding Runway 6 and install Connecting TW | AIP | 2021 | $2,510,775 | $125,539 | $153,436 | $2,789,750 |
| Hollister Municipal | Aiport Layout Plan Narrative | AIP | 2022 | $198,000 | $9,900 | $12,100 | $220,000 |
| Hollister Municipal | Extend Runway 13, NEPA and Design | AIP | 2023 | $243,000 | $12,150 | $14,850 | $270,000 |
| Hollister Municipal | Extend Runway 13 Construction | AIP | 2024 | $1,989,000 | $99,450 | $121,550 | $2,210,000 |
| Hollister Municipal | Reconstruct Southwest Hangar Area Taxiway | AIP | 2025 | $2,997,000 | $149,850 | $183,150 | $3,330,000 |
| Hyampom | Airport Layout Plan | A&D | 2021 | $0 | $135,000 | $15,000 | $150,000 |
| Hyampom | Airport Pavement Management Program | A&D | 2022 | $0 | $13,500 | $1,500 | $15,000 |
| Hyampom | Runway Light Rehabilitation | A&D | 2022 | $0 | $45,000 | $5,000 | $50,000 |

| Airport Name | Project Name | Project Type | Program Year | FAA Grant Amount | State Grant Amount | Local Matching Amount | Total Project Cost |
|---|---|---|---|---|---|---|---|
| Independence | Install Rotating Beacon | A&D | 2020 | $0 | $94,737 | $10,526 | $105,263 |
| Independence | Terminal Area Fencing and Access Gate (Design/Constr) | A&D | 2021 | $0 | $70,200 | $7,800 | $78,000 |
| Inyokern | Crack Fill and Seal Taxilanes | AIP | 2019 | $99,000 | $4,950 | $6,050 | $110,000 |
| Inyokern | Reconstruct Runway 15-33 PCI=68 (Design only) | AIP | 2020 | $220,500 | $11,025 | $13,475 | $245,000 |
| Inyokern | No Project | | 2021 | $0 | $0 | $0 | $0 |
| Inyokern | Reconstruct Runway 15-33. PCI = 68.0 | AIP | 2022 | $8,064,000 | $403,200 | $492,800 | $8,960,000 |
| Inyokern | Master Airport Drainage Study | AIP | 2023 | $108,000 | $5,400 | $6,600 | $120,000 |
| Inyokern | Reconstruct Runway 10-28. PCI = 29.0 | AIP | 2024 | $189,000 | $9,450 | $11,550 | $210,000 |
| Inyokern | No Project | | 2025 | $0 | $0 | $0 | $0 |
| Inyokern | Reconstruct Runway 10-28. PCI = 29.0 | AIP | 2026 | $4,590,000 | $229,500 | $280,500 | $5,100,000 |
| Inyokern | No Project | | 2027 | $0 | $0 | $0 | $0 |
| Inyokern | Taxiway Rehabilitation | AIP | 2028 | $1,710,000 | $85,500 | $104,500 | $1,900,000 |
| Jack McNamara Field | Mitigation and Monitoring | AIP | 2019 | $666,000 | $0 | $74,000 | $740,000 |
| Jack McNamara Field | Part 77 Obstruction Clearance - Phase 1 | AIP | 2019 | $704,070 | $0 | $78,230 | $782,300 |
| Jack McNamara Field | Runway 18/36 Rehab - Phase 1 | AIP | 2019 | $630,000 | $0 | $70,000 | $700,000 |
| Jack McNamara Field | Hangar #8 Design and Construction | AIP | 2020 | $135,000 | $0 | $15,000 | $150,000 |
| Jack McNamara Field | Part 77 Obstruction Clearance - Phase 2 | AIP | 2020 | $3,420,000 | $0 | $380,000 | $3,800,000 |
| Jack McNamara Field | Runway 18/36 Rehab - Phase 2 | AIP | 2020 | $7,200,000 | $0 | $800,000 | $8,000,000 |
| Jack McNamara Field | ARFF Truck Purchase | AIP | 2021 | $450,000 | $0 | $50,000 | $500,000 |
| Jack McNamara Field | Taxiways A/B Rehab - Phase 1 | AIP | 2021 | $288,000 | $0 | $32,000 | $320,000 |
| Jack McNamara Field | Taxiways A/B Rehab - Phase 2 | AIP | 2022 | $2,250,000 | $0 | $250,000 | $2,500,000 |
| Jack McNamara Field | Runway 12/30 Rehab - Phase 1 | AIP | 2023 | $540,000 | $0 | $60,000 | $600,000 |
| Jack McNamara Field | Runway 12/30 Rehab - Phase 2 | AIP | 2024 | $6,750,000 | $0 | $750,000 | $7,500,000 |
| Jack McNamara Field | Airport Master Plan Update | AIP | 2025 | $450,000 | $0 | $50,000 | $500,000 |
| Jack Northrop Field-Hawthorne Municipal | Part 150 Study Noise Compatibility Program Update of NEMs | AIP | 2019 | $292,500 | $14,625 | $17,875 | $325,000 |
| Jack Northrop Field-Hawthorne Municipal | Runway & Connector Taxiways Slurry Seal | AIP | 2019 | $658,802 | $32,940 | $40,260 | $732,002 |
| Jack Northrop Field-Hawthorne Municipal | Runway and Taxiway Lighting & Signage Replacement & Upgrade | AIP | 2021 | $495,000 | $24,750 | $30,250 | $550,000 |
| Jack Northrop Field-Hawthorne Municipal | Remove & Replace Perimeter Fence | AIP | 2022 | $366,300 | $18,315 | $22,385 | $407,000 |
| Jack Northrop Field-Hawthorne Municipal | Feasibility Study for Design/Construction of New Tower Bldg | AIP | 2023 | $89,100 | $4,455 | $5,445 | $99,000 |

| Airport Name | Project Name | Project Type | Program Year | FAA Grant Amount | State Grant Amount | Local Matching Amount | Total Project Cost |
|---|---|---|---|---|---|---|---|
| Jack Northrop Field-Hawthorne Municipal | Design of New Air Traffic Control Tower | AIP | 2024 | $315,000 | $15,750 | $19,250 | $350,000 |
| Jack Northrop Field-Hawthorne Municipal | Drainage Study and Design of New Storm Drain Facilities | AIP | 2024 | $90,000 | $4,500 | $5,500 | $100,000 |
| Jack Northrop Field-Hawthorne Municipal | Construction of New Storm Drain Facilities | AIP | 2025 | $270,000 | $13,500 | $16,500 | $300,000 |
| Jack Northrop Field-Hawthorne Municipal | Pavement Rehab Taxiways S and N and Striping | AIP | 2026 | $2,160,000 | $108,000 | $132,000 | $2,400,000 |
| Jack Northrop Field-Hawthorne Municipal | Pavement Rehab RWY 7-25 & Twy Ramps & Pavement Marking | AIP | 2027 | $2,700,000 | $135,000 | $165,000 | $3,000,000 |
| Jack Northrop Field-Hawthorne Municipal | Construction of New Air Traffic Control Tower | AIP | 2028 | $3,870,000 | $193,500 | $236,500 | $4,300,000 |
| Jacqueline Cochran Regional | No Project | AIP | 2019 | $0 | $0 | $0 | $0 |
| Jacqueline Cochran Regional | No Project | AIP | 2020 | $0 | $0 | $0 | $0 |
| Jacqueline Cochran Regional | No Project | AIP | 2021 | $0 | $0 | $0 | $0 |
| Jacqueline Cochran Regional | New Runway 35 PAPI and RWY Lighting-Design and Construction | AIP | 2022 | $641,700 | $32,085 | $39,215 | $713,000 |
| Jacqueline Cochran Regional | TW A Pavement Rehabilitation - Design | AIP | 2023 | $234,000 | $11,700 | $14,300 | $260,000 |
| Jacqueline Cochran Regional | TW A Pavement Rehabilitation - Construction | AIP | 2024 | $810,000 | $40,500 | $49,500 | $900,000 |
| Jacqueline Cochran Regional | No Project | | 2025 | $0 | $0 | $0 | $0 |
| Jacqueline Cochran Regional | PCC Heavy Apron Crack and Joint Seal Repair-Design | AIP | 2026 | $391,500 | $19,575 | $23,925 | $435,000 |
| Jacqueline Cochran Regional | PCC Heavy Apron Crack and Joint Seal Repair Construction | AIP | 2027 | $3,600,000 | $180,000 | $220,000 | $4,000,000 |
| Jacqueline Cochran Regional | R/W 12-30 Pavement Rehabilitation - Design | AIP | 2028 | $54,000 | $2,700 | $3,300 | $60,000 |
| Jacumba | Install Perimeter Fencing | A&D | 2020 | $0 | $270,000 | $30,000 | $300,000 |
| Jacumba | Improve Airport Drainage | A&D | 2021 | $0 | $225,000 | $25,000 | $250,000 |
| Kern Valley | Land Acquisition Reimbursement | AIP | 2019 | $148,500 | $7,425 | $9,075 | $165,000 |
| Kern Valley | Design Parallel Taxiway Realignment Project | AIP | 2020 | $360,000 | $18,000 | $22,000 | $400,000 |

| Airport Name | Project Name | Project Type | Program Year | FAA Grant Amount | State Grant Amount | Local Matching Amount | Total Project Cost |
|---|---|---|---|---|---|---|---|
| Kern Valley | Install Partial Perimeter Fencing to the Nort/East | AIP | 2020 | $90,000 | $4,500 | $5,500 | $100,000 |
| Kern Valley | Construction of the Taxiway Realignment Project | AIP | 2021 | $1,800,000 | $90,000 | $110,000 | $2,000,000 |
| Kern Valley | Design Runway Widening Project | AIP | 2022 | $315,000 | $15,750 | $19,250 | $350,000 |
| Kern Valley | Construction of Runway Widening Project | AIP | 2023 | $1,800,000 | $90,000 | $110,000 | $2,000,000 |
| Kern Valley | Install AWOS/ASOS Including Site Prep | AIP | 2025 | $180,000 | $9,000 | $11,000 | $200,000 |
| Lake Tahoe | Reconstruct Fuel Farm Service Road | AIP | 2019 | $157,500 | $7,875 | $9,625 | $175,000 |
| Lake Tahoe | Reconstruct GA Apron Phase 5 | AIP | 2019 | $4,500,000 | $225,000 | $275,000 | $5,000,000 |
| Lake Tahoe | Terminal Apron Rehabilitation | AIP | 2019 | $587,104 | $29,355 | $35,879 | $652,338 |
| Lake Tahoe | Reconstruct TWY D | AIP | 2020 | $405,000 | $20,250 | $24,750 | $450,000 |
| Lake Tahoe | Rehabilitate "T" Hangar Taxilanes | A&D | 2020 | $0 | $405,000 | $45,000 | $450,000 |
| Lake Tahoe | Slurry Seal General Avaition Apron | AIP | 2020 | $45,000 | $2,250 | $2,750 | $50,000 |
| Lake Tahoe | EIS/EIR-Airport Obstruction Removal-Trees | AIP | 2021 | $850,000 | $42,500 | $51,944 | $944,444 |
| Lake Tahoe | Runway & Apron Pavement Preservation, RWY Redesignation, etc | AIP | 2022 | $635,000 | $31,750 | $38,806 | $705,556 |
| Lake Tahoe | Avigational Easements | AIP | 2024 | $500,000 | $25,000 | $30,556 | $555,556 |
| Lake Tahoe | Design & Permitting-Obstruction Removal (Trees) | AIP | 2024 | $200,000 | $10,000 | $12,222 | $222,222 |
| Lake Tahoe | Construction- Airport Obstruction Removal-Trees | AIP | 2025 | $1,050,000 | $52,500 | $64,167 | $1,166,667 |
| Lake Tahoe | EA & Design-Airport Realign West Storm Water Drainage Ditch | AIP | 2026 | $200,000 | $10,000 | $12,222 | $222,222 |
| Lake Tahoe | Reconstruct TWY A and RW Connector TWYs | AIP | 2027 | $5,650,000 | $282,500 | $345,278 | $6,277,778 |
| Lake Tahoe | Construct New AWOS III at New Site | AIP | 2028 | $225,000 | $11,250 | $13,750 | $250,000 |
| Lake Tahoe | Construction-Replace RW 18 Localizer/DME | AIP | 2028 | $400,000 | $20,000 | $24,444 | $444,444 |
| Lampson Field | R/W 10-28 and T/W A Asphalt Slurry Seal Rehab - Construction | AIP | 2019 | $1,018,310 | $50,916 | $62,230 | $1,131,456 |
| Lampson Field | No Project | AIP | 2020 | $0 | $0 | $0 | $0 |
| Lampson Field | No Project | AIP | 2021 | $0 | $0 | $0 | $0 |
| Lampson Field | No Project | AIP | 2022 | $0 | $0 | $0 | $0 |
| Lampson Field | East Apron Pavement Rehabilitation - Design | AIP | 2023 | $130,500 | $6,525 | $7,975 | $145,000 |
| Lampson Field | East Apron Pavement Reconstruction - Construction Phase 1 | AIP | 2024 | $1,012,500 | $50,625 | $61,875 | $1,125,000 |
| Lee Vining | Acquire Land | A&D | 2019 | $0 | $99,000 | $11,000 | $110,000 |
| Lincoln Regional-Karl Harder Field | EA - Reconstruct RW 15-33, Regrade Shoulders and RSA | AIP | 2019 | $256,928 | $12,846 | $15,701 | $285,475 |
| Lincoln Regional-Karl Harder Field | Design:Reconstruct RW 15--33, Regrade Shoulders & RSA | AIP | 2020 | $486,900 | $24,345 | $29,755 | $541,000 |
| Lincoln Regional-Karl Harder Field | Reconstruct RW 15-33, Rehabilitate Runway Safety Areas | AIP | 2021 | $7,650,000 | $382,500 | $467,500 | $8,500,000 |

| Airport Name | Project Name | Project Type | Program Year | FAA Grant Amount | State Grant Amount | Local Matching Amount | Total Project Cost |
|---|---|---|---|---|---|---|---|
| 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 | $420,000 |
| Lincoln Regional-Karl Harder Field | Reconstruct:TWsA,D, E, G, J, & K, Replace TW lights, Transformer | AIP | 2023 | $4,610,700 | $230,535 | $281,765 | $5,123,000 |
| Lincoln Regional-Karl Harder Field | Land Acquisition - 1.6 Acre | AIP | 2024 | $36,000 | $1,800 | $2,200 | $40,000 |
| Lincoln Regional-Karl Harder Field | EA - West Side Development and RW Extension | AIP | 2025 | $387,000 | $19,350 | $23,650 | $430,000 |
| Lincoln Regional-Karl Harder Field | Environmental Assessment - SE Hangar Site | AIP | 2025 | $40,500 | $2,025 | $2,475 | $45,000 |
| Lincoln Regional-Karl Harder Field | PMMP Update | AIP | 2025 | $108,000 | $5,400 | $6,600 | $120,000 |
| Lincoln Regional-Karl Harder Field | Engineering Design - SE Hangar Site | AIP | 2026 | $126,000 | $6,300 | $7,700 | $140,000 |
| Lincoln Regional-Karl Harder Field | Engineering Design - West Side Phase 1 | AIP | 2027 | $189,000 | $9,450 | $11,550 | $210,000 |
| Lincoln Regional-Karl Harder Field | Southeast Hangar Site Development - 4 Hangars | AIP | 2027 | $1,320,300 | $66,015 | $80,685 | $1,467,000 |
| Lincoln Regional-Karl Harder Field | A & D Building Design | AIP | 2028 | $189,473 | $9,474 | $11,579 | $210,526 |
| Lincoln Regional-Karl Harder Field | Engineering Design - R/W 15R-33L & T/W & Apron Rehab... | AIP | 2028 | $661,500 | $33,075 | $40,425 | $735,000 |
| Lincoln Regional-Karl Harder Field | Engineering Design - RW 15R Extension, W. Side Service Road | AIP | 2028 | $589,500 | $29,475 | $36,025 | $655,000 |
| Lincoln Regional-Karl Harder Field | Flightline Drive Rehabilitation Phase 2 | AIP | 2028 | $589,500 | $29,475 | $36,025 | $655,000 |
| Lincoln Regional-Karl Harder Field | Grade & Drain - West Side Phase 1 - Pave Apron | AIP | 2028 | $2,048,400 | $102,420 | $125,180 | $2,276,000 |
| Lincoln Regional-Karl Harder Field | Runway and Taxiway Rehabilitation | AIP | 2028 | $3,304,800 | $165,240 | $201,960 | $3,672,000 |
| Little River | Rehabilitation of Taxiway, Connectors and South and Main Apron | AIP | 2020 | $5,400,000 | $270,000 | $330,000 | $6,000,000 |
| Little River | Update Airport Land Use Compatibility Plan | A&D | 2020 | $0 | $225,000 | $25,000 | $250,000 |
| Little River | Airport Layout Plan with Narrative Report and AGIS Survey | AIP | 2021 | $135,000 | $6,750 | $8,250 | $150,000 |
| Little River | Runway and Runway Shoulder Rehabilitation Design | AIP | 2021 | $148,500 | $7,425 | $9,075 | $165,000 |
| Little River | Runway and Runway Shoulder Rehabilitation Construction | AIP | 2022 | $967,500 | $48,375 | $59,125 | $1,075,000 |
| Little River | Ramp, Hangar and Taxilane Pavement Reconstruction Design | AIP | 2023 | $132,300 | $6,615 | $8,085 | $147,000 |

| Airport Name | Project Name | Project Type | Program Year | FAA Grant Amount | State Grant Amount | Local Matching Amount | Total Project Cost |
|---|---|---|---|---|---|---|---|
| Little River | Ramp, Hangar and Taxilane Pavement Reconstruction Const. | AIP | 2024 | $1,561,500 | $78,075 | $95,425 | $1,735,000 |
| Livermore Municipal | Design Geometry Plan Improvements | AIP | 2019 | $292,500 | $14,625 | $17,875 | $325,000 |
| Livermore Municipal | Construct Geometry Plan Improvements, Phase I | AIP | 2020 | $2,712,690 | $135,635 | $165,776 | $3,014,100 |
| Livermore Municipal | Design and Construct Runway 25R Grooving | AIP | 2021 | $180,000 | $9,000 | $11,000 | $200,000 |
| Livermore Municipal | Design Northside Apron Pavement Preservation/Rehabilitation | AIP | 2022 | $112,500 | $5,625 | $6,875 | $125,000 |
| Livermore Municipal | Construct Northside Apron Pavement Preservation, Phase I | AIP | 2023 | $760,500 | $38,025 | $46,475 | $845,000 |
| Livermore Municipal | Construct Northside Apron Pavement Preservation, Phase II | AIP | 2024 | $760,500 | $38,025 | $46,475 | $845,000 |
| Livermore Municipal | Design Southside Apron Pavement Preservation | AIP | 2024 | $85,500 | $4,275 | $5,225 | $95,000 |
| Lompoc | Airfield Electricaland Runway/Taxiway Overlay (Design only) | AIP | 2019 | $211,433 | $10,572 | $12,921 | $234,925 |
| Lompoc | Airfield Electrical upgrade, RW/TW Rehabilitation Construction | AIP | 2021 | $1,785,528 | $89,276 | $109,116 | $1,983,920 |
| Lompoc | Construct Perimeter Access Road | AIP | 2023 | $276,300 | $13,815 | $16,885 | $307,000 |
| Lone Pine | RW/TW Safety Areas Grading/Drainage Repairs (construction) | AIP | 2019 | $3,420,000 | $171,000 | $209,000 | $3,800,000 |
| Lone Pine | Airport Apron/Hanger Areas Pavement Rehabilitation (Design) | AIP | 2020 | $90,000 | $4,500 | $5,500 | $100,000 |
| Lone Pine | Airport Apron/Hanger Areas Pavement Rehabilitation (Const.) | AIP | 2023 | $450,000 | $22,500 | $27,500 | $500,000 |
| Lone Pine | Airport Lighting, Signs, and Visual Aids (Phase 2 Construct) | AIP | 2024 | $756,000 | $37,800 | $46,200 | $840,000 |
| Lone Pine | Airport Fuel Farm (Design and Construction) | AIP | 2025 | $180,000 | $9,000 | $11,000 | $200,000 |
| Lone Pine | Design & Construct Terminal Area Fencing & Card Access Gate | AIP | 2026 | $270,000 | $13,500 | $16,500 | $300,000 |
| Lone Pine | Terminal Building Replacement (Design and Construction) | AIP | 2028 | $405,000 | $20,250 | $24,750 | $450,000 |
| Long Beach-Daugherty Field | Imporvement to Taxiway L | AIP | 2021 | $17,374,500 | $0 | $1,930,500 | $19,305,000 |
| Long Beach-Daugherty Field | Runway 16R-34L Conversion to Taxiway B | AIP | 2021 | $5,405,400 | $0 | $600,600 | $6,006,000 |
| Long Beach-Daugherty Field | AGS Phase Taxilane F Reconstruction (Former RWY 16R) | AIP | 2023 | $1,006,200 | $0 | $111,800 | $1,118,000 |
| Long Beach-Daugherty Field | AGS Phase Taxiway D Realignment and Reconstruction | AIP | 2023 | $2,199,600 | $0 | $244,400 | $2,444,000 |
| Long Beach-Daugherty Field | AGS Phase 5 -Taxiway F Realignment and Reconstruction | AIP | 2023 | $9,418,500 | $0 | $1,046,500 | $10,465,000 |
| Long Beach-Daugherty Field | AGS Phase 9 - Taxiway L Extension North od RW 7L (8L) | AIP | 2025 | $10,553,400 | $0 | $1,172,600 | $11,726,000 |
| Long Beach-Daugherty Field | Taxiway C (Future Apron) Rehabilitation | AIP | 2025 | $7,020,000 | $0 | $780,000 | $7,800,000 |
| Long Beach-Daugherty Field | Taxiway A Reconstruction - East of R/W 12-30 | AIP | 2025 | $3,287,700 | $0 | $365,300 | $3,653,000 |
| Long Beach-Daugherty Field | Taxiway K Improvement | AIP | 2027 | $15,689,700 | $0 | $1,743,300 | $17,433,000 |

| Airport Name | Project Name | Project Type | Program Year | FAA Grant Amount | State Grant Amount | Local Matching Amount | Total Project Cost |
|---|---|---|---|---|---|---|---|
| Lonnie Pool Field-Weaverville | Airport Layout Plan | A&D | 2020 | $0 | $135,000 | $15,000 | $150,000 |
| Los Angeles International | Automated People Mover Train System | A&D | 2019 | $0 | $0 | $1,949,193,819 | $1,949,193,819 |
| Los Angeles International | Consolidated Rent-A-Car (ConRAC) Facility | A&D | 2019 | $0 | $0 | $1,011,163,121 | $1,011,163,121 |
| Los Angeles International | Intermodal Transportation Facility - West | A&D | 2019 | $0 | $0 | $208,740,346 | $208,740,346 |
| Los Angeles International | Roadway Improvements | A&D | 2019 | $0 | $0 | $86,267,000 | $86,267,000 |
| Los Angeles International | Construct Taxiway C14 (Phase 3) | AIP | 2020 | $18,002,700 | $0 | $2,000,300 | $20,003,000 |
| Los Angeles International | Secured Area Access Post - Westside | AIP | 2020 | $12,024,000 | $0 | $1,336,000 | $13,360,000 |
| Los Angeles International | Taxilane C Extension (West) | AIP | 2020 | $16,380,000 | $0 | $1,820,000 | $18,200,000 |
| Los Angeles International | Construct N Airfield Safety Imprvmt Prg (Phase 1) | AIP | 2021 | $52,533,000 | $0 | $5,837,000 | $58,370,000 |
| Los Angeles International | Construct N Airfield Safety Imprvmt Prg (Phase 2) | AIP | 2022 | $55,107,000 | $0 | $6,123,000 | $61,230,000 |
| Los Angeles International | Construct N Airfield Safety Imprvmt Prg (Phase 3) | AIP | 2023 | $41,410,800 | $0 | $4,601,200 | $46,012,000 |
| Los Angeles International | Rehabilitate Taxiway A | AIP | 2024 | $53,889,053 | $0 | $5,987,673 | $59,876,726 |
| Los Banos Municipal | Site Selection for Replacement Airport | AIP | 2020 | $180,000 | $9,000 | $11,000 | $200,000 |
| Los Banos Municipal | Central Apron Rehabilitation | AIP | 2021 | $35,528 | $1,776 | $2,171 | $39,475 |
| Los Banos Municipal | Parallel Taxiway Overlay | AIP | 2021 | $35,528 | $1,776 | $2,171 | $39,475 |
| Los Banos Municipal | Runway 14-32 Overlay | AIP | 2021 | $35,528 | $1,776 | $2,171 | $39,475 |
| Los Banos Municipal | South Apron Pavement Rehabilitation | AIP | 2021 | $35,528 | $1,776 | $2,171 | $39,475 |
| Los Banos Municipal | Central Apron Rehabilitation | AIP | 2022 | $270,000 | $13,500 | $16,500 | $300,000 |
| Los Banos Municipal | Parallel Taxiway Overlay | AIP | 2022 | $405,000 | $20,250 | $24,750 | $450,000 |
| Los Banos Municipal | Runway 14-32 Overlay | AIP | 2022 | $765,000 | $38,250 | $46,750 | $850,000 |
| Los Banos Municipal | South Apron Pavement Rehabilitation | AIP | 2023 | $315,000 | $15,750 | $19,250 | $350,000 |
| Los Banos Municipal | Internal Access Road Extension | AIP | 2024 | $567,000 | $28,350 | $34,650 | $630,000 |
| Los Banos Municipal | New Hangar Taxiways | AIP | 2025 | $337,500 | $16,875 | $20,625 | $375,000 |
| Los Banos Municipal | T-Hangars (12 Units) | AIP | 2026 | $540,000 | $27,000 | $33,000 | $600,000 |
| Los Banos Municipal | Apron and Taxiway Sealing & Marking | AIP | 2027 | $180,000 | $9,000 | $11,000 | $200,000 |
| Los Banos Municipal | Sealing and Marking Runways | AIP | 2028 | $225,000 | $11,250 | $13,750 | $250,000 |
| Lost Hills-Kern County | No Project | | 2019 | $0 | $0 | $0 | $0 |
| Lost Hills-Kern County | No Project | | 2028 | $0 | $0 | $0 | $0 |
| Madera Municipal | Design - Apron and TW Drainage | AIP | 2019 | $102,600 | $5,130 | $6,270 | $114,000 |
| Madera Municipal | Apron and Taxiway Drainage - Construct | AIP | 2020 | $1,008,900 | $50,445 | $61,655 | $1,121,000 |
| Madera Municipal | Obstruction Removal | AIP | 2021 | $288,000 | $14,400 | $17,600 | $320,000 |
| Madera Municipal | Design/Construct T-Hangar Developement Phase I | AIP | 2022 | $807,750 | $40,388 | $49,363 | $897,500 |
| Madera Municipal | Design/Construct: Tee Hangar Developement Phase II | AIP | 2023 | $1,120,500 | $56,025 | $68,475 | $1,245,000 |
| 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 | $500,000 |

| Airport Name | Project Name | Project Type | Program Year | FAA Grant Amount | State Grant Amount | Local Matching Amount | Total Project Cost |
|---|---|---|---|---|---|---|---|
| Madera Municipal | Engineering - R/W 12-30 & T/Ws Mill & Fill | AIP | 2025 | $270,000 | $13,500 | $16,500 | $300,000 |
| Madera Municipal | Engineering Design - Extend Hang Developement Area III | AIP | 2025 | $130,500 | $6,525 | $7,975 | $145,000 |
| Madera Municipal | Engineering Design - Extend RW 12-30 & T/W P | AIP | 2025 | $229,500 | $11,475 | $14,025 | $255,000 |
| Madera Municipal | Engineering:  Reconstruct GA Apron Phase III | AIP | 2026 | $77,400 | $3,870 | $4,730 | $86,000 |
| Madera Municipal | Extend Hangar Development Phase III | AIP | 2026 | $1,419,975 | $70,999 | $86,776 | $1,577,750 |
| Madera Municipal | Extend Runway 12-30, Extend Taxiway | AIP | 2026 | $2,588,400 | $129,420 | $158,180 | $2,876,000 |
| Madera Municipal | T/Ws P, A, B, C, D, & E Mill & Fill | AIP | 2026 | $1,179,000 | $58,950 | $72,050 | $1,310,000 |
| Madera Municipal | Engineering:  West Hangar Area Access Road | AIP | 2027 | $93,600 | $4,680 | $5,720 | $104,000 |
| Madera Municipal | Reconstruct GA Apron Phase III | AIP | 2027 | $881,100 | $44,055 | $53,845 | $979,000 |
| Madera Municipal | ALP Narrative including ALP Updated Plans | AIP | 2028 | $112,500 | $5,625 | $6,875 | $125,000 |
| Madera Municipal | Pavement Maintenance Management Program Update | AIP | 2028 | $67,500 | $3,375 | $4,125 | $75,000 |
| Madera Municipal | West Hangar Area Development Access Road | AIP | 2028 | $1,060,200 | $53,010 | $64,790 | $1,178,000 |
| Mammoth Yosemite | 12 Bay ARFF & Maintenance Bldg - Apron & Access Road | AIP | 2019 | $4,612,500 | $0 | $512,500 | $5,125,000 |
| Mammoth Yosemite | ALP Narrative including Updated ALP Drawings | AIP | 2019 | $162,000 | $0 | $18,000 | $180,000 |
| Mammoth Yosemite | Engineering Design - Widen RW Shoulders, Hold Apron | AIP | 2019 | $184,050 | $0 | $20,450 | $204,500 |
| Mammoth Yosemite | Engineering Design Widen TWY Shoulders | AIP | 2019 | $385,650 | $0 | $42,850 | $428,500 |
| Mammoth Yosemite | Environmental Assessment - Terminal Development | AIP | 2019 | $540,000 | $0 | $60,000 | $600,000 |
| Mammoth Yosemite | G.A. Apron North Expansion | AIP | 2019 | $294,300 | $0 | $32,700 | $327,000 |
| Mammoth Yosemite | Slurry Coat TWY A, Connectors A1-A5, Reconstruct TML Taxiway | AIP | 2019 | $1,176,300 | $0 | $130,700 | $1,307,000 |
| Mammoth Yosemite | Upgrade Wind Socks & Segmented Circle | AIP | 2019 | $499,032 | $0 | $55,448 | $554,480 |
| Mammoth Yosemite | Wildlife/Security Fence and Cameras | AIP | 2019 | $1,349,460 | $0 | $149,940 | $1,499,400 |
| Mammoth Yosemite | GA North Ramp Expansion | AIP | 2020 | $2,700,000 | $0 | $300,000 | $3,000,000 |
| Mammoth Yosemite | Grade ROFA | AIP | 2020 | $4,476,600 | $0 | $497,400 | $4,974,000 |
| Mammoth Yosemite | Reconstruct GA Auto Parking Lot | AIP | 2020 | $1,203,750 | $0 | $133,750 | $1,337,500 |
| Mammoth Yosemite | Reconstruct West GA Apron | AIP | 2020 | $2,700,000 | $0 | $300,000 | $3,000,000 |
| Mammoth Yosemite | Widen Runway Shoulders to 20' | AIP | 2020 | $1,499,400 | $0 | $166,600 | $1,666,000 |
| Mammoth Yosemite | Widen Taxiway Shoulders to 20' | AIP | 2020 | $3,427,200 | $0 | $380,800 | $3,808,000 |
| Mammoth Yosemite | Architectural Design - Airline Terminal Building | AIP | 2021 | $1,575,000 | $0 | $175,000 | $1,750,000 |
| Mammoth Yosemite | Engineering Design - Terminal Apron | AIP | 2021 | $603,000 | $0 | $67,000 | $670,000 |
| Mammoth Yosemite | Term Access Road, Parking Lot, Utilites | AIP | 2021 | $698,400 | $0 | $77,600 | $776,000 |
| Mammoth Yosemite | Airline Terminal Building | AIP | 2022 | $17,347,500 | $0 | $1,927,500 | $19,275,000 |
| Mammoth Yosemite | New Terminal Apron, Road, Auto Parking, and Utilities | AIP | 2022 | $4,712,400 | $0 | $523,600 | $5,236,000 |
| Mammoth Yosemite | Replace ARFF Vehicle | AIP | 2022 | $891,000 | $0 | $99,000 | $990,000 |
| Mammoth Yosemite | Terminal Apron, Deicing Pad,Ttaxiways, Ramp Connectors | AIP | 2022 | $10,174,500 | $0 | $1,130,500 | $11,305,000 |

| Airport Name | Project Name | Project Type | Program Year | FAA Grant Amount | State Grant Amount | Local Matching Amount | Total Project Cost |
|---|---|---|---|---|---|---|---|
| Mammoth Yosemite | Environmental Assessment - Land | AIP | 2023 | $548,820 | $0 | $60,980 | $609,800 |
| Mammoth Yosemite | Update PMMP | AIP | 2023 | $58,500 | $0 | $6,500 | $65,000 |
| Mammoth Yosemite | LADWP and USFS Land Acquisition and/or Use Permits | AIP | 2025 | $630,000 | $0 | $70,000 | $700,000 |
| Mammoth Yosemite | Crack Repair and Seal Apron A1 and A3 | AIP | 2026 | $111,600 | $0 | $12,400 | $124,000 |
| Mammoth Yosemite | East Hangar Taxilane - Mill and Fill | AIP | 2026 | $283,500 | $0 | $31,500 | $315,000 |
| Mammoth Yosemite | Engineering Design - Crack Repair | AIP | 2026 | $44,100 | $0 | $4,900 | $49,000 |
| Mammoth Yosemite | Engineering Design - N. Hangar Taxilanes 2" Mill & Fill | AIP | 2026 | $34,200 | $0 | $3,800 | $38,000 |
| Mammoth Yosemite | Engineering Design - Obstruction Lights & Relocate Wind Sock | AIP | 2026 | $30,600 | $0 | $3,400 | $34,000 |
| Mammoth Yosemite | Engineering Design - Overlay T/Ws, Crack Repair Aprons | AIP | 2026 | $207,000 | $0 | $23,000 | $230,000 |
| Mammoth Yosemite | North Hangar Taxilanes - 2" Mill & Fill | AIP | 2026 | $313,200 | $0 | $34,800 | $348,000 |
| Mammoth Yosemite | Pavement Maintenance/Management Plan | AIP | 2026 | $72,000 | $0 | $8,000 | $80,000 |
| Mammoth Yosemite | Reconstruct GA Aircraft Parking Apron A2 | AIP | 2026 | $1,512,000 | $0 | $168,000 | $1,680,000 |
| Mammoth Yosemite | Saw & Seal New Joints - Runway, Taxiway & Apron | AIP | 2026 | $867,600 | $0 | $96,400 | $964,000 |
| Mammoth Yosemite | Taxiway A5, A, and A1 - 4-inch Overlay | AIP | 2026 | $1,827,900 | $0 | $203,100 | $2,031,000 |
| Mammoth Yosemite | West Hangar Taxilanes - Mill and Fill | AIP | 2026 | $459,000 | $0 | $51,000 | $510,000 |
| Mammoth Yosemite | Widen Aircraft Holding Aprons | AIP | 2026 | $337,500 | $0 | $37,500 | $375,000 |
| Mammoth Yosemite | Widen Taxiways from 50' to 75' | AIP | 2026 | $3,962,700 | $0 | $440,300 | $4,403,000 |
| Mammoth Yosemite | Crack Repair & Crack Seal - RW, TWs & Aprons | AIP | 2027 | $456,300 | $0 | $50,700 | $507,000 |
| Mammoth Yosemite | Engineering Design - Runway 9-27 Extension | AIP | 2027 | $324,000 | $0 | $36,000 | $360,000 |
| Mammoth Yosemite | Engineering Design - Saw & Seal New Joints and Mill & Fill | AIP | 2027 | $108,000 | $0 | $12,000 | $120,000 |
| Mammoth Yosemite | Environmental Assessment - RW 9-27 Extension | AIP | 2027 | $108,000 | $0 | $12,000 | $120,000 |
| Mammoth Yosemite | Abandon Green Church | AIP | 2028 | $99,000 | $0 | $11,000 | $110,000 |
| Mammoth Yosemite | Runway 9-27 Extension | AIP | 2028 | $3,875,400 | $0 | $430,600 | $4,306,000 |
| Marina Municipal | Extend Taxiway B East to Threshold Runway 29 | AIP | 2019 | $1,440,000 | $72,000 | $88,000 | $1,600,000 |
| Marina Municipal | EA and Acquire 11.4 acres | AIP | 2020 | $432,000 | $21,600 | $26,400 | $480,000 |
| Marina Municipal | Rehabilitate Taxiway A (Construct & Reimburse Design) | AIP | 2021 | $1,260,000 | $63,000 | $77,000 | $1,400,000 |
| Marina Municipal | Acquire 11.4 Acres for RPZ | AIP | 2022 | $561,600 | $28,080 | $34,320 | $624,000 |
| Marina Municipal | Extend Runway & Parallel Taxiway West (Design) | AIP | 2022 | $351,000 | $17,550 | $21,450 | $390,000 |
| Marina Municipal | Extend Runway & Parallel Taxiway West (Construction) | AIP | 2023 | $11,250,000 | $562,500 | $687,500 | $12,500,000 |
| Marina Municipal | No Project | | 2024 | $0 | $0 | $0 | $0 |
| Marina Municipal | Taxilane Expansion (Construct & Reimburse Design) | AIP | 2025 | $1,260,000 | $63,000 | $77,000 | $1,400,000 |
| Marina Municipal | GA Terminal (Construct & Reimburse Design) | AIP | 2026 | $4,230,000 | $211,500 | $258,500 | $4,700,000 |
| Marina Municipal | Apron Rehabilitation (Concrete) Design Only | AIP | 2027 | $81,000 | $4,050 | $4,950 | $90,000 |
| Marina Municipal | Apron rehabilitation (Concrete) Construct | AIP | 2028 | $756,000 | $37,800 | $46,200 | $840,000 |
| Mariposa-Yosemite | Runway Signing, Obstruction Lighting, and Vault Modification | AIP | 2019 | $150,000 | $7,500 | $9,167 | $166,667 |

| Airport Name | Project Name | Project Type | Program Year | FAA Grant Amount | State Grant Amount | Local Matching Amount | Total Project Cost |
|---|---|---|---|---|---|---|---|
| Mariposa-Yosemite | Apron Pavement Rehabilitation (Phase 2) | AIP | 2020 | $303,300 | $15,165 | $18,535 | $337,000 |
| Mariposa-Yosemite | Runway Blast Pads | AIP | 2020 | $108,000 | $5,400 | $6,600 | $120,000 |
| Mariposa-Yosemite | Runway Distance Remaining Signs and Obstruction Lights | AIP | 2020 | $14,400 | $720 | $880 | $16,000 |
| Mariposa-Yosemite | Tree Trimming | AIP | 2020 | $26,100 | $1,305 | $1,595 | $29,000 |
| Mariposa-Yosemite | Southeast Helicopter Parking w/ Retaining Wall | AIP | 2021 | $247,500 | $12,375 | $15,125 | $275,000 |
| Mariposa-Yosemite | Northwest Helicopter Parking with TaxiLane | AIP | 2022 | $356,400 | $17,820 | $21,780 | $396,000 |
| Mariposa-Yosemite | Airport Perimeter Fencing with Card Access Gate | AIP | 2023 | $358,200 | $17,910 | $21,890 | $398,000 |
| Mariposa-Yosemite | Runway Exit Taxiway | AIP | 2024 | $130,500 | $6,525 | $7,975 | $145,000 |
| Mariposa-Yosemite | Self Serve Fueling System | AIP | 2025 | $165,600 | $8,280 | $10,120 | $184,000 |
| McClellan-Palomar | Acquire Aircraft Rescue & Fire Fighting Vehicle | AIP | 2022 | $1,080,000 | $0 | $120,000 | $1,200,000 |
| McClellan-Palomar | Construct, Extend or Improve a Runway Safety Area | AIP | 2022 | $1,080,000 | $0 | $120,000 | $1,200,000 |
| McClellan-Palomar | Construct, Extend or Improve a Runway Safety Area | AIP | 2024 | $11,250,000 | $0 | $1,250,000 | $12,500,000 |
| McClellan-Palomar | Rehabilitate Taxiway | AIP | 2027 | $2,520,000 | $0 | $280,000 | $2,800,000 |
| Meadows Field | Carry-Over Entitlements | | 2019 | $0 | $0 | $0 | $0 |
| Meadows Field | Airport Security Perimeter Enhancements Upgrade - D&C | AIP | 2020 | $675,000 | $0 | $75,000 | $750,000 |
| Meadows Field | Taxiway A Construction Part 1 | AIP | 2020 | $5,000,000 | $0 | $555,556 | $5,555,556 |
| Meadows Field | Taxiway A Construction Part 2 | AIP | 2021 | $5,000,000 | $0 | $555,556 | $5,555,556 |
| Meadows Field | Taxiway A Construction Part 3 | AIP | 2022 | $5,000,000 | $0 | $555,556 | $5,555,556 |
| Meadows Field | Taxiway A Construction Part 4 | AIP | 2023 | $5,000,000 | $0 | $555,556 | $5,555,556 |
| Meadows Field | Design New Baggage System | AIP | 2024 | $495,000 | $0 | $55,000 | $550,000 |
| Meadows Field | Master Plan | AIP | 2024 | $900,000 | $0 | $100,000 | $1,000,000 |
| Meadows Field | Rehabilitation Runways and Airfield Pavements | AIP | 2024 | $5,000,000 | $0 | $555,556 | $5,555,556 |
| Meadows Field | Taxiway A Construction Part 5 | AIP | 2024 | $5,000,000 | $0 | $555,556 | $5,555,556 |
| Meadows Field | Construct New Baggage System | AIP | 2025 | $3,420,000 | $0 | $380,000 | $3,800,000 |
| Meadows Field | Taxiway A8 and Fuel Farm Access Rehabilitate | AIP | 2025 | $1,080,000 | $0 | $120,000 | $1,200,000 |
| Meadows Field | Domestic Terminal Jet Bridge Expansion Project | AIP | 2026 | $1,980,000 | $0 | $220,000 | $2,200,000 |
| Meadows Field | Taxiway G Extension - Design | AIP | 2026 | $360,000 | $0 | $40,000 | $400,000 |
| Meadows Field | Relocate ARFF Station - Design | AIP | 2027 | $810,000 | $0 | $90,000 | $900,000 |
| Meadows Field | Taxiway G Extension - Construction | AIP | 2027 | $3,600,000 | $0 | $400,000 | $4,000,000 |
| Meadows Field | Relocate ARFF Building - Construction | AIP | 2028 | $5,850,000 | $0 | $650,000 | $6,500,000 |
| Mefford Field | Rehab Main Apron, Relocate Seg. Circle & Primary Wind Cone | AIP | 2019 | $117,000 | $5,850 | $7,150 | $130,000 |
| Mefford Field | No Project | | 2020 | $0 | $0 | $0 | $0 |
| Mefford Field | Rehab Main Apron, Relocate Seg. Circle & Primary Wind Cone | AIP | 2021 | $1,926,000 | $96,300 | $117,700 | $2,140,000 |
| Mefford Field | Construct Two Helipads (Construct & Reimburse Design) | AIP | 2022 | $225,000 | $11,250 | $13,750 | $250,000 |
| Mefford Field | No Project | | 2023 | $0 | $0 | $0 | $0 |

| Airport Name | Project Name | Project Type | Program Year | FAA Grant Amount | State Grant Amount | Local Matching Amount | Total Project Cost |
|---|---|---|---|---|---|---|---|
| Mefford Field | Rehab TW, Install TW Lighting, Conductor, Edge Lights, Sign | AIP | 2024 | $172,800 | $8,640 | $10,560 | $192,000 |
| Mefford Field | Rehab Taxiways, Install Taxiway Lighting, Edge Lights (Const.) | AIP | 2025 | $1,890,000 | $94,500 | $115,500 | $2,100,000 |
| Mefford Field | No Project | | 2026 | $0 | $0 | $0 | $0 |
| Mefford Field | Rehab South end Taxilane and Area Paving (Design Only) | AIP | 2027 | $126,000 | $6,300 | $7,700 | $140,000 |
| Mefford Field | Rehab South End Taxilane and Area Paving (Construction) | AIP | 2028 | $783,000 | $39,150 | $47,850 | $870,000 |
| Mesa Del Rey | ALUCP Update | A&D | 2019 | $0 | $130,000 | $14,444 | $144,444 |
| Mesa Del Rey | Electrical Improvements (Re-Package) | AIP | 2019 | $328,500 | $16,425 | $20,075 | $365,000 |
| Mesa Del Rey | Taxiway Reconstruction & Rehabilitation (Design) | AIP | 2019 | $85,500 | $4,275 | $5,225 | $95,000 |
| Mesa Del Rey | Reconstruction of Entrance Gate (Construction) | AIP | 2020 | $175,000 | $8,750 | $10,694 | $194,444 |
| Mesa Del Rey | Security Entrance Gate Reconstruction (Deisgn) | AIP | 2020 | $30,000 | $1,500 | $1,833 | $33,333 |
| Mesa Del Rey | Taxiway Reconstruction & Rehabilitation (Construction) | AIP | 2020 | $801,000 | $40,050 | $48,950 | $890,000 |
| Mesa Del Rey | Apron Rehabilitation (Design) | AIP | 2021 | $112,500 | $5,625 | $6,875 | $125,000 |
| Mesa Del Rey | Fuel Pump Reconstruction & Rehabilitation (Design) | AIP | 2021 | $22,500 | $1,125 | $1,375 | $25,000 |
| Mesa Del Rey | Instrument Approach Feasibility Study & AWOS (Design) | AIP | 2021 | $72,000 | $3,600 | $4,400 | $80,000 |
| Mesa Del Rey | Apron Rehabilitation (Construction) | AIP | 2022 | $630,000 | $31,500 | $38,500 | $700,000 |
| Mesa Del Rey | AWOS (Construction) | AIP | 2022 | $135,000 | $6,750 | $8,250 | $150,000 |
| Mesa Del Rey | Fuel Pump Reconstruction & Rehabilitation (Construction) | AIP | 2023 | $180,000 | $9,000 | $11,000 | $200,000 |
| Mesa Del Rey | Wildlife Hazardous Environmental Assessment | AIP | 2024 | $108,000 | $5,400 | $6,600 | $120,000 |
| Mesa Del Rey | Drainage Improvements with Environmental Assessment (Design) | AIP | 2025 | $170,000 | $8,500 | $10,389 | $188,889 |
| Mesa Del Rey | Drainage Improvements (Construction) | AIP | 2026 | $500,000 | $25,000 | $30,556 | $555,556 |
| Mesa Del Rey | Airport Service Road; Acquire Clear Zone | A&D | 2027 | $0 | $135,000 | $15,000 | $150,000 |
| Modesto City-County Harry Sham Field | Property Acquisition | AIP | 2019 | $315,000 | $15,750 | $19,250 | $350,000 |
| Modesto City-County Harry Sham Field | Design and Rehabilitate Taxiway C | AIP | 2020 | $225,000 | $11,250 | $13,750 | $250,000 |
| Modesto City-County Harry Sham Field | Reconstruct Taxiway C | AIP | 2021 | $1,485,000 | $74,250 | $90,750 | $1,650,000 |
| Modesto City-County Harry Sham Field | Design and Rehabilitate Taxiway E | AIP | 2022 | $225,000 | $11,250 | $13,750 | $250,000 |
| Modesto City-County Harry Sham Field | Reconstruction Taxiway E | AIP | 2023 | $1,395,000 | $69,750 | $85,250 | $1,550,000 |
| Modesto City-County Harry Sham Field | Design and Rehabilitate Taxiway D | AIP | 2024 | $135,000 | $6,750 | $8,250 | $150,000 |
| Modesto City-County Harry Sham Field | Reconstruct Taxiway D | AIP | 2025 | $531,000 | $26,550 | $32,450 | $590,000 |

| Airport Name | Project Name | Project Type | Program Year | FAA Grant Amount | State Grant Amount | Local Matching Amount | Total Project Cost |
|---|---|---|---|---|---|---|---|
| Mojave Air and Space Port | Defer Entitlements to FY 2020 | AIP | 2019 | $0 | $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 | $23,520,000 |
| Mojave Air and Space Port | Construct Taxiway C (Relocation): Phase 1 | AIP | 2021 | $11,300,625 | $565,031 | $690,594 | $12,556,250 |
| Mojave Air and Space Port | Construct Taxiway C (Relocation): Phase 2 | AIP | 2022 | $11,300,625 | $565,031 | $690,594 | $12,556,250 |
| 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 | $18,252,500 |
| Mojave Air and Space Port | Rehabilitate Runway 8-26 Phase 1: Pavement and Lighting | AIP | 2024 | $15,435,000 | $771,750 | $943,250 | $17,150,000 |
| Mojave Air and Space Port | Rehabilitate Taxiway A Phase 1: Lighting | AIP | 2024 | $1,433,250 | $71,663 | $87,588 | $1,592,500 |
| Mojave Air and Space Port | Construct Cargo Apron | AIP | 2025 | $2,990,000 | $149,500 | $182,722 | $3,322,222 |
| Mojave Air and Space Port | Update ALP | AIP | 2025 | $150,300 | $7,515 | $9,185 | $167,000 |
| Mojave Air and Space Port | Construct Fuel Farm | AIP | 2026 | $862,500 | $43,125 | $52,708 | $958,333 |
| Mojave Air and Space Port | Rehab. Runway 12-30 Phase 3: Threshold Improvements | AIP | 2027 | $2,070,000 | $103,500 | $126,500 | $2,300,000 |
| Mojave Air and Space Port | Extend Runway 8-26: Acquire Land and Construction | AIP | 2028 | $8,970,000 | $448,500 | $548,167 | $9,966,667 |
| Monterey Regional | Infield Safety Area Rehab Part A & Taxiway F Reconfig | AIP | 2019 | $4,449,911 | $0 | $494,435 | $4,944,345 |
| Monterey Regional | South Side Land Acquisition Part A (5.5 Acres) | AIP | 2019 | $6,606,000 | $0 | $734,000 | $7,340,000 |
| Monterey Regional | Northside Design/Construction/ARFF Design | AIP | 2020 | $17,511,348 | $0 | $1,945,705 | $19,457,053 |
| Monterey Regional | ARFF Construction/Demo ARFF | AIP | 2021 | $15,311,974 | $0 | $1,701,330 | $17,013,304 |
| Monterey Regional | Terminal Apron Design/Construction/Demo Old GA Ramp | AIP | 2023 | $38,009,318 | $0 | $4,223,258 | $42,232,575 |
| Monterey Regional | Replacement ARFF Vehicle | AIP | 2024 | $756,000 | $0 | $84,000 | $840,000 |
| Monterey Regional | Terminal Building Design and Construction | AIP | 2025 | $23,616,900 | $0 | $2,624,100 | $26,241,000 |
| Montgomery-Gibbs Executive | Runway 10L/28R Grooving and Marking | AIP | 2021 | $409,860 | $20,493 | $25,047 | $455,400 |
| Montgomery-Gibbs Executive | Runway 10R/28L and Taxiways B/C/D/F Rehab | AIP | 2022 | $6,880,248 | $344,012 | $420,460 | $7,644,720 |
| Montgomery-Gibbs Executive | ALP Update | AIP | 2023 | $216,000 | $10,800 | $13,200 | $240,000 |
| Montgomery-Gibbs Executive | Taxiways H/A/J/B Rehab, Runways 28L and 28R Runup Apron | AIP | 2023 | $5,310,000 | $265,500 | $324,500 | $5,900,000 |
| Montgomery-Gibbs Executive | Taxiway K/Terminal Apron Rehab | AIP | 2024 | $2,976,768 | $148,838 | $181,914 | $3,307,520 |
| Napa County | ALP Update and Narrative | AIP | 2019 | $90,000 | $4,500 | $5,500 | $100,000 |
| Napa County | Enviromental Tech Studies Reconstruct TW K, RW 18R Holding Apron, Safety Area Grading | AIP | 2019 | $90,000 | $4,500 | $5,500 | $100,000 |
| Napa County | Reconstruct TW H Section 1, RW 6 Holding Apron, Safety Area Grading Design | AIP | 2019 | $328,500 | $16,425 | $20,075 | $365,000 |
| Napa County | Enviromental Tech Studies TW H Section 2 Reconstruction, RW 6-24 MIRL Replacement | AIP | 2020 | $180,000 | $9,000 | $11,000 | $200,000 |

| Airport Name | Project Name | Project Type | Program Year | FAA Grant Amount | State Grant Amount | Local Matching Amount | Total Project Cost |
|---|---|---|---|---|---|---|---|
| Napa County | Reconstruct TW H Section 1, RW 6 Holding Apron, Safety Area Grading Construction | AIP | 2020 | $3,518,100 | $175,905 | $214,995 | $3,909,000 |
| Napa County | Reconstruct TW K, RW 18R Holding Apron, Safety Area Grading Design | AIP | 2020 | $419,400 | $20,970 | $25,630 | $466,000 |
| Napa County | Environmental Tech Studies and EA RW 6 Safety Area Improvement | AIP | 2021 | $900,000 | $45,000 | $55,000 | $1,000,000 |
| Napa County | Main Transient Apron Reconstruction Design | AIP | 2021 | $720,000 | $36,000 | $44,000 | $800,000 |
| Napa County | Reconstruct TW K, RW 18R Holding Apron, Safety Area Grading Construction | AIP | 2021 | $4,563,000 | $228,150 | $278,850 | $5,070,000 |
| Napa County | Reconstruct Taxiway H Section 2 and Safety Grading Design | AIP | 2021 | $243,000 | $12,150 | $14,850 | $270,000 |
| Napa County | Replace & Relocate Airfield Elec Vault & Beacon Des & Const. | AIP | 2021 | $1,440,000 | $72,000 | $88,000 | $1,600,000 |
| Napa County | Replace L-821 Relay Panel and Homerun Circuit Design & Construction | AIP | 2021 | $450,000 | $22,500 | $27,500 | $500,000 |
| Napa County | Runway 6-24 MIRL Replacement (Construction) | AIP | 2021 | $1,363,500 | $68,175 | $83,325 | $1,515,000 |
| Napa County | Runway 6-24 MIRL Replacement (Design) | AIP | 2021 | $58,500 | $2,925 | $3,575 | $65,000 |
| Napa County | CatEx Reimbursement for Runway 6-24 Rehabilitation | AIP | 2022 | $8,100 | $405 | $495 | $9,000 |
| Napa County | Enviromental Tech Study RW 6-24 Rehab, RW 24 Safety Area Grading, Seal 1L | AIP | 2022 | $90,000 | $4,500 | $5,500 | $100,000 |
| Napa County | Main Transient Apron Reonstruction (Construction) | AIP | 2022 | $14,040,000 | $702,000 | $858,000 | $15,600,000 |
| Napa County | Reconstruct TW H Sect 2 and Safety Area Grading Construction | AIP | 2022 | $2,610,000 | $130,500 | $159,500 | $2,900,000 |
| Napa County | Rehabilitate Runway 6-24, and Safety Area Grading (Design) | AIP | 2022 | $720,000 | $36,000 | $44,000 | $800,000 |
| Napa County | CatEx Reimbursement for Runway 18L-36R and Taxiway E Rehab | AIP | 2023 | $8,100 | $405 | $495 | $9,000 |
| Napa County | Envir Tech Studies TW H Sect 3, TW B & Safety Area Grading | AIP | 2023 | $90,000 | $4,500 | $5,500 | $100,000 |
| Napa County | Rehab RW 18L-36R and TW E, and Safety Area Grading (Design) | AIP | 2023 | $90,000 | $4,500 | $5,500 | $100,000 |
| Napa County | Rehab RW 6-24 & RW 24 Safety Area Grading Design | AIP | 2023 | $810,000 | $40,500 | $49,500 | $900,000 |
| Napa County | Runway 1R-19L and 1L-19R Seal Coat and Rubber Removal Design | AIP | 2023 | $97,200 | $4,860 | $5,940 | $108,000 |
| Napa County | CatEx Reimbursement for Taxiway H Section 3 Rehabilitation | AIP | 2024 | $8,100 | $405 | $495 | $9,000 |
| Napa County | Environmental Tech Studies for Taxiway E Rehabilitation | AIP | 2024 | $90,000 | $4,500 | $5,500 | $100,000 |
| Napa County | Rehab TW H Sect 3 and TW B, and Safety Area Grading Design | AIP | 2024 | $405,000 | $20,250 | $24,750 | $450,000 |
| Napa County | Rehabilitate Runway 6-24, and Safety Area Grading (Constr) | AIP | 2024 | $10,350,000 | $517,500 | $632,500 | $11,500,000 |
| Napa County | Runway 18L-36R & Txwy E Rehab and Safety Area Grading Const. | AIP | 2024 | $1,800,000 | $90,000 | $110,000 | $2,000,000 |

| Airport Name | Project Name | Project Type | Program Year | FAA Grant Amount | State Grant Amount | Local Matching Amount | Total Project Cost |
|---|---|---|---|---|---|---|---|
| Napa County | Runway 1R-19L and 1L-19R Seal Coat and Rubber Removal | AIP | 2024 | $964,800 | $48,240 | $58,960 | $1,072,000 |
| Napa County | CatEx Reimb for L-821Relay Panel & Homerun Circuit Replace | AIP | 2025 | $8,100 | $405 | $495 | $9,000 |
| Napa County | Rehab TW H Sect 3 & TW B, & Safety Area Grading Const. | AIP | 2025 | $4,320,000 | $216,000 | $264,000 | $4,800,000 |
| Napa County | Rehabilitate Taxiway E (Design) | AIP | 2025 | $108,000 | $5,400 | $6,600 | $120,000 |
| Napa County | CatEx Reimbursement for Taxiway J Extension | AIP | 2026 | $8,100 | $405 | $495 | $9,000 |
| Napa County | Rehabilitate Taxiway E (Construction) | AIP | 2026 | $2,340,000 | $117,000 | $143,000 | $2,600,000 |
| Napa County | Taxiway J Extension and Runway 36L Holding Apron (Design) | AIP | 2026 | $225,000 | $11,250 | $13,750 | $250,000 |
| Napa County | CatEx Reimbursement for Runway 18L-36R Extension | AIP | 2027 | $8,100 | $405 | $495 | $9,000 |
| Napa County | Runway 18L-36R Extension (Design) | AIP | 2027 | $450,000 | $22,500 | $27,500 | $500,000 |
| Napa County | Taxiway J Exten & Runway 36L Holding Apron (Construction) | AIP | 2027 | $2,475,000 | $123,750 | $151,250 | $2,750,000 |
| Napa County | Taxiway J Extension and Runway 36L Holding Apron (Design) | AIP | 2027 | $225,000 | $11,250 | $13,750 | $250,000 |
| Napa County | Runway 18L-36R Extension (Construction) | AIP | 2028 | $4,500,000 | $225,000 | $275,000 | $5,000,000 |
| Napa County | Taxiway J Extension and Runway 36L Holding Apron (Construct) | AIP | 2028 | $3,343,500 | $167,175 | $204,325 | $3,715,000 |
| Nervino | Acquire Snow Blower | AIP | 2019 | $107,100 | $5,355 | $6,545 | $119,000 |
| Nervino | Design/Construct - Fuel Farm Expansion | AIP | 2019 | $356,850 | $17,843 | $21,808 | $396,500 |
| Nervino | Design/Construct: New Beacon Tower | AIP | 2020 | $82,800 | $4,140 | $5,060 | $92,000 |
| Nervino | Design/Construct: Snow Removal Equipment Building | AIP | 2020 | $329,400 | $16,470 | $20,130 | $366,000 |
| Nervino | Design/Construct Reseal Joints in Pavements | AIP | 2021 | $488,610 | $24,431 | $29,860 | $542,900 |
| Nervino | No Projects Planned for 2022 | | 2022 | $0 | $0 | $0 | $0 |
| Nervino | Design/Construct -Replace 4-Unit T-Hangar Building including Paved Apron & TWs | AIP | 2023 | $549,000 | $27,450 | $33,550 | $610,000 |
| Nervino | Design-Two 5-unit Tee Hangars w/Paved Apron & Taxiways | AIP | 2024 | $128,700 | $6,435 | $7,865 | $143,000 |
| Nervino | ALP Narrative including Updated ALP Drawings | AIP | 2025 | $108,000 | $5,400 | $6,600 | $120,000 |
| Nervino | Design - Two 5-Unit Nested Tee Hangars | AIP | 2025 | $100,800 | $5,040 | $6,160 | $112,000 |
| Nervino | Construct Two 5-unit Nested Tee Hangars | AIP | 2026 | $958,500 | $47,925 | $58,575 | $1,065,000 |
| Nervino | Design Jet Fuel Tank and Dispenser | AIP | 2026 | $16,200 | $810 | $990 | $18,000 |
| Nervino | Jet Fuel Tank and Dispenser | AIP | 2027 | $160,200 | $8,010 | $9,790 | $178,000 |
| Nevada County | Taxiway A and Ramp 1 Rehabilitation, Phase I (Construct) | AIP | 2020 | $437,400 | $21,870 | $26,730 | $486,000 |
| Nevada County | Ramps 2 and 5 Rehabilitation, Phase II (Construction) | AIP | 2021 | $426,600 | $21,330 | $26,070 | $474,000 |
| Nevada County | Runway Pavement Preservation (Design) | AIP | 2021 | $76,500 | $3,825 | $4,675 | $85,000 |
| Nevada County | Runways 7 & 25 PAPI Relocation (Design) | AIP | 2022 | $63,000 | $3,150 | $3,850 | $70,000 |
| Nevada County | Runways 7 & 25 REIL Installation (Design) | AIP | 2022 | $54,000 | $2,700 | $3,300 | $60,000 |
| Nevada County | AWOS Relocation (Design) | AIP | 2022 | $40,500 | $2,025 | $2,475 | $45,000 |
| Nevada County | Runway Pavement Preservation (Construction) | AIP | 2022 | $612,000 | $30,600 | $37,400 | $680,000 |
| Nevada County | Runway 7 & 25 PAPI Relocation (Construction) | AIP | 2023 | $225,000 | $11,250 | $13,750 | $250,000 |

| Airport Name | Project Name | Project Type | Program Year | FAA Grant Amount | State Grant Amount | Local Matching Amount | Total Project Cost |
|---|---|---|---|---|---|---|---|
| Nevada County | Runways 7 & 25 REIL Installation (Construction) | AIP | 2023 | $180,000 | $9,000 | $11,000 | $200,000 |
| Nevada County | AWOS Relocation (Construction) | AIP | 2023 | $139,500 | $6,975 | $8,525 | $155,000 |
| Nevada County | Service Road (Design) | AIP | 2023 | $63,000 | $3,150 | $3,850 | $70,000 |
| Nevada County | Ramps 3 & 4 Repair (Design) | AIP | 2023 | $90,000 | $4,500 | $5,500 | $100,000 |
| Nevada County | Service Road Construction (Construction) | AIP | 2024 | $235,800 | $11,790 | $14,410 | $262,000 |
| Nevada County | Ramps 3 and 4 Repair (Construction) - Phase II | AIP | 2024 | $218,700 | $10,935 | $13,365 | $243,000 |
| New Jerusalem | Taxiway Rehab and Restriping | A&D | 2021 | $0 | $315,000 | $35,000 | $350,000 |
| Nut Tree | Taxiway & Hangar Taxiway Rehabilitations - Design | AIP | 2019 | $112,500 | $5,625 | $6,875 | $125,000 |
| Nut Tree | Taxiway & Hangar Taxiway Rehabilitations - Construction | AIP | 2021 | $1,436,400 | $71,820 | $87,780 | $1,596,000 |
| Nut Tree | South Apron Expansion - Design | A&D | 2023 | $0 | $62,100 | $6,900 | $69,000 |
| Nut Tree | Runway/Taxiway Lights Replacement - Design | AIP | 2024 | $58,500 | $2,925 | $3,575 | $65,000 |
| Nut Tree | South Apron Expansion - Construction | AIP | 2024 | $843,300 | $42,165 | $51,535 | $937,000 |
| Nut Tree | Runway/Taxiway Lights Replacement - Construction | AIP | 2025 | $405,000 | $20,250 | $24,750 | $450,000 |
| Nut Tree | Apron Lighting Refurbishment & New Rotating Beacon - Const. | AIP | 2026 | $153,000 | $7,650 | $9,350 | $170,000 |
| Oakdale Municipal | ALP Narrative Update & Report | AIP | 2019 | $292,500 | $14,625 | $17,875 | $325,000 |
| Oakdale Municipal | No Projects - Entitlement Carryover Year | AIP | 2020 | $0 | $0 | $0 | $0 |
| Oakdale Municipal | RSA and Drainage Improvements - EA or CatEx | AIP | 2021 | $225,000 | $11,250 | $13,750 | $250,000 |
| Oakdale Municipal | Pavement Pres. Construction,Ph.II-Apron & Hangar Taxilanes | AIP | 2021 | $1,080,000 | $54,000 | $66,000 | $1,200,000 |
| Oakdale Municipal | Pavement Pres. Construction,Ph.III-West Apron & Taxilanes | AIP | 2022 | $2,070,000 | $103,500 | $126,500 | $2,300,000 |
| Oakdale Municipal | RSA and Drainage Improvements (Design) | AIP | 2023 | $180,000 | $9,000 | $11,000 | $200,000 |
| Oakdale Municipal | No Projects - Entitlement Carryover Year | AIP | 2024 | $0 | $0 | $0 | $0 |
| Oakdale Municipal | Runway Pavement Preservation (Design) | AIP | 2025 | $67,500 | $3,375 | $4,125 | $75,000 |
| Oakdale Municipal | Runway Pavement Preservation (Construction) | AIP | 2026 | $585,000 | $29,250 | $35,750 | $650,000 |
| Oakdale Municipal | RSA and Drainage Improvements (Construction) | AIP | 2027 | $2,250,000 | $112,500 | $137,500 | $2,500,000 |
| Oakdale Municipal | No Projects - Entitlement Carryover Year | AIP | 2028 | $0 | $0 | $0 | $0 |
| Oceano County | Intall New Electrical Vault & Assoc Elect. Design & Const. | AIP | 2020 | $160,740 | $8,037 | $9,823 | $178,600 |
| Oceano County | Widen Runway to 60 feet and Widen Taxiway to 25 feet | AIP | 2020 | $103,500 | $5,175 | $6,325 | $115,000 |
| Oceano County | Widen Runway | AIP | 2021 | $566,910 | $28,346 | $34,645 | $629,900 |
| Oceano County | Widen Taxiway A & Miscellaneous Improvements | AIP | 2022 | $1,111,500 | $55,575 | $67,925 | $1,235,000 |
| Oceano County | Install Aircraft Wash Rack - Designa and Construction | AIP | 2023 | $198,720 | $9,936 | $12,144 | $220,800 |
| Ocotillo | No Project | | 2019 | $0 | $0 | $0 | $0 |
| Ocotillo | No Project | | 2028 | $0 | $0 | $0 | $0 |
| Oroville Municipal | Design:Crack Seal Runway, Taxiway and Apron | AIP | 2019 | $152,100 | $7,605 | $9,295 | $169,000 |
| Oroville Municipal | Construct:  Crack Seal Runway, Taxiway & Apron | AIP | 2020 | $1,274,400 | $63,720 | $77,880 | $1,416,000 |

| Airport Name | Project Name | Project Type | Program Year | FAA Grant Amount | State Grant Amount | Local Matching Amount | Total Project Cost |
|---|---|---|---|---|---|---|---|
| Oroville Municipal | Design-Develop New T-Hangar Taxilane Site (Collector TW &T-Hangar) | AIP | 2021 | $78,300 | $3,915 | $4,785 | $87,000 |
| Oroville Municipal | Design:  Upgrade Golf Course Taxiway,Crack Seal | AIP | 2021 | $116,100 | $5,805 | $7,095 | $129,000 |
| Oroville Municipal | Airport Layout Plan Narrative including ALP Updated Plans | AIP | 2022 | $171,000 | $8,550 | $10,450 | $190,000 |
| Oroville Municipal | Construct:  Develop New Tee Hangar Taxilane Site | AIP | 2022 | $882,000 | $44,100 | $53,900 | $980,000 |
| Oroville Municipal | Construct:  Upgrade Golf Course Taxiway | AIP | 2023 | $546,300 | $27,315 | $33,385 | $607,000 |
| Oroville Municipal | Design : construct New Above Ground Fuel Farm Facility South | AIP | 2023 | $88,200 | $4,410 | $5,390 | $98,000 |
| Oroville Municipal | Construct New Aboveground Fuel Farm Facility | AIP | 2024 | $584,100 | $29,205 | $35,695 | $649,000 |
| Oroville Municipal | Crack Seal R/W, T/W & Apron | AIP | 2025 | $711,000 | $35,550 | $43,450 | $790,000 |
| Oroville Municipal | Design for New Storage Hangar for FBO Facility | AIP | 2025 | $184,500 | $9,225 | $11,275 | $205,000 |
| Oroville Municipal | Construct Two 14-unit Tee Hangar Buildings | AIP | 2026 | $2,311,200 | $115,560 | $141,240 | $2,568,000 |
| Oroville Municipal | Construct NE Storage Hangar for FBO Facility | AIP | 2027 | $2,124,000 | $106,200 | $129,800 | $2,360,000 |
| Oxnard | Rehabilitate Airport Pavement Runway 7-25 | AIP | 2020 | $7,200,000 | $360,000 | $440,000 | $8,000,000 |
| Oxnard | Reconstruct Airport Pavement TWYs A,B,C, D, E | AIP | 2021 | $5,000,400 | $250,020 | $305,580 | $5,556,000 |
| Oxnard | Rehab. E. Apron, Exec Hangar Area & Port. of Transient Apron | AIP | 2023 | $793,800 | $39,690 | $48,510 | $882,000 |
| Oxnard | Reconstruct Airport Pavement TWY F | AIP | 2024 | $4,120,200 | $206,010 | $251,790 | $4,578,000 |
| Oxnard | Reconstruct Terminal Apron PCC/AC | AIP | 2024 | $2,523,600 | $126,180 | $154,220 | $2,804,000 |
| Oxnard | RPZ Property Purchases | AIP | 2024 | $7,690,500 | $384,525 | $469,975 | $8,545,000 |
| Oxnard | Rehab. Central & West Hangar Areas & ARFF Apron | AIP | 2025 | $550,448 | $27,522 | $33,638 | $611,609 |
| Oxnard | Rehab. Perim. & Term. Loop Rds., ATCT, Ops & Central Park. | AIP | 2025 | $721,436 | $36,072 | $44,088 | $801,596 |
| Oxnard | Airfield Lighting Upgrade | AIP | 2026 | $1,437,377 | $71,869 | $87,840 | $1,597,085 |
| Oxnard | Drainage Improv. for Perimeter Security & Wildlife Hazards | AIP | 2027 | $3,589,650 | $179,483 | $219,368 | $3,988,500 |
| Oxnard | Rehabilitation RWY 7-25 & Connector TWYs | AIP | 2028 | $973,854 | $48,693 | $59,513 | $1,082,060 |
| Palm Springs International | PSP Project Design | AIP | 2019 | $1,867,500 | $0 | $207,500 | $2,075,000 |
| Palm Springs International | Ticket Wing Capacity | AIP | 2019 | $5,552,010 | $0 | $616,890 | $6,168,900 |
| Palm Springs International | Construction and Development | AIP | 2020 | $3,735,000 | $0 | $415,000 | $4,150,000 |
| Palm Springs International | Equipment - Runway Sweeper | AIP | 2020 | $585,000 | $0 | $65,000 | $650,000 |
| Palm Springs International | Project Design | AIP | 2020 | $585,000 | $0 | $65,000 | $650,000 |
| Palm Springs International | Airport Development | AIP | 2021 | $4,234,500 | $0 | $470,500 | $4,705,000 |
| Palm Springs International | Project Design | AIP | 2021 | $1,116,000 | $0 | $124,000 | $1,240,000 |
| Palm Springs International | Taxiway Rehabilitation "W" and "A1" | AIP | 2022 | $8,010,000 | $0 | $890,000 | $8,900,000 |
| Palm Springs International | Master Plan Update | AIP | 2023 | $540,000 | $0 | $60,000 | $600,000 |
| Palm Springs International | Terminal Development | AIP | 2023 | $3,600,000 | $0 | $400,000 | $4,000,000 |
| Palo Alto | ALP Nar. w/Aeronautical Survey, & Drainage Eval - AP-21000 | AIP | 2019 | $405,000 | $20,250 | $24,750 | $450,000 |
| Palo Alto | Construct Apron Reconstruction Ph. 3, (Bid Set C)-AP-16000 | AIP | 2019 | $12,690,000 | $634,500 | $775,500 | $14,100,000 |
| Palo Alto | AWOS III (Design) - AP-19000 | AIP | 2021 | $67,500 | $3,375 | $4,125 | $75,000 |

| Airport Name | Project Name | Project Type | Program Year | FAA Grant Amount | State Grant Amount | Local Matching Amount | Total Project Cost |
|---|---|---|---|---|---|---|---|
| Palo Alto | Runway Lighting, including REIL's (Construction) | AIP | 2022 | $1,575,000 | $78,750 | $96,250 | $1,750,000 |
| Palo Alto | Taxiway Lighting (Construction) | AIP | 2022 | $1,350,000 | $67,500 | $82,500 | $1,500,000 |
| Palo Alto | Install PAPI Units (Construction) | AIP | 2022 | $360,000 | $18,000 | $22,000 | $400,000 |
| Palo Alto | Windcone Installation (Construction) | AIP | 2022 | $90,000 | $4,500 | $5,500 | $100,000 |
| Palo Alto | AWOS III (Construction) - AP-19000 | AIP | 2022 | $315,000 | $15,750 | $19,250 | $350,000 |
| Paso Robles Municipal | Apron Expansion (Construct & Reimburse Design) | AIP | 2020 | $3,240,000 | $162,000 | $198,000 | $3,600,000 |
| Paso Robles Municipal | Airfield Electrical Upgrades (Construct & Reimburse Design) | AIP | 2021 | $585,000 | $29,250 | $35,750 | $650,000 |
| Paso Robles Municipal | Geometry Upgrades Twy D at Rwy 1-19 | AIP | 2023 | $2,520,000 | $126,000 | $154,000 | $2,800,000 |
| Paso Robles Municipal | Geometry Upgrades Twy F at Rwy 1 & Holding Bay | AIP | 2024 | $2,790,000 | $139,500 | $170,500 | $3,100,000 |
| Paso Robles Municipal | Rehabilitate Runway 13-31(Construct & Reimburse Design) | AIP | 2026 | $828,000 | $41,400 | $50,600 | $920,000 |
| Paso Robles Municipal | Rehabilitate Parking Aprons (2 Ramps & Apron) | AIP | 2028 | $576,000 | $28,800 | $35,200 | $640,000 |
| Petaluma Municipal | Runway 11-29 Electrical Improvements (Construction) | AIP | 2019 | $519,675 | $25,984 | $31,758 | $577,417 |
| Petaluma Municipal | Based Aircraft Apron Reconstruction and Seal Coat (Const) | AIP | 2021 | $1,597,500 | $79,875 | $97,625 | $1,775,000 |
| Petaluma Municipal | Taxiway A Rehabilitation - Overlay (Design) | AIP | 2022 | $108,000 | $5,400 | $6,600 | $120,000 |
| Petaluma Municipal | Taxiway A Rehabilitation - Overlay (Construction) | AIP | 2024 | $898,200 | $44,910 | $54,890 | $998,000 |
| Petaluma Municipal | North, South, and Executive Hangar Seal Coat (Design) | AIP | 2025 | $45,000 | $2,250 | $2,750 | $50,000 |
| Petaluma Municipal | Runway 11-29 Seal Coat (Design) | AIP | 2025 | $45,000 | $2,250 | $2,750 | $50,000 |
| Petaluma Municipal | North, South, and Executive Hangar Seal Coat (Construction) | AIP | 2026 | $414,000 | $20,700 | $25,300 | $460,000 |
| Petaluma Municipal | Runway 11-29 Seal Coat (Construction) | AIP | 2026 | $367,200 | $18,360 | $22,440 | $408,000 |
| Petaluma Municipal | Apron C Reconstruction (Design) | AIP | 2027 | $148,500 | $7,425 | $9,075 | $165,000 |
| Petaluma Municipal | Apron C Reconstruction (Construction) | AIP | 2028 | $1,413,000 | $70,650 | $86,350 | $1,570,000 |
| Petaluma Municipal | South Hangar Area and Apron Taxilane Reconstruction (Design) | AIP | 2028 | $184,500 | $9,225 | $11,275 | $205,000 |
| Pine Mountain Lake | Design for Runway 09/27 | AIP | 2019 | $270,000 | $13,500 | $16,500 | $300,000 |
| Pine Mountain Lake | Design for Taxiway Rehabilitation | AIP | 2019 | $180,000 | $9,000 | $11,000 | $200,000 |
| Pine Mountain Lake | Construction of Vehicle Access Roads and Drainage | AIP | 2020 | $225,000 | $11,250 | $13,750 | $250,000 |
| Pine Mountain Lake | Design of Rehabilitation of AC Ramp and Helicopter Parking | AIP | 2020 | $90,000 | $4,500 | $5,500 | $100,000 |
| Pine Mountain Lake | Install an AWOS System | AIP | 2020 | $135,000 | $6,750 | $8,250 | $150,000 |
| Pine Mountain Lake | Rehabilitation of Taxiway | AIP | 2020 | $1,800,000 | $90,000 | $110,000 | $2,000,000 |
| Pine Mountain Lake | Design Vehicle Access Roads and Drainage | AIP | 2021 | $67,500 | $3,375 | $4,125 | $75,000 |
| Pine Mountain Lake | Runway 09/27 Rehabilitation | AIP | 2021 | $2,700,000 | $135,000 | $165,000 | $3,000,000 |
| Pine Mountain Lake | Design of Parking Apron Rehabilitation | AIP | 2022 | $67,500 | $3,375 | $4,125 | $75,000 |
| Pine Mountain Lake | Rehabilitation of AC Ramp and Helicopter Parking | AIP | 2023 | $675,000 | $33,750 | $41,250 | $750,000 |
| Pine Mountain Lake | Design for Alleyway Reconstruction | AIP | 2024 | $18,000 | $900 | $1,100 | $20,000 |
| Pine Mountain Lake | Parking Apron Rehabilitation | AIP | 2025 | $315,000 | $15,750 | $19,250 | $350,000 |

| Airport Name | Project Name | Project Type | Program Year | FAA Grant Amount | State Grant Amount | Local Matching Amount | Total Project Cost |
|---|---|---|---|---|---|---|---|
| Pine Mountain Lake | Alleyway Reconstruction | AIP | 2026 | $180,000 | $9,000 | $11,000 | $200,000 |
| Placerville | Pavement Preservation and Remark Runway 5-23 | AIP | 2019 | $58,500 | $2,925 | $3,575 | $65,000 |
| Placerville | Pavement Preservation for Taxiways, Aprons and T | AIP | 2019 | $67,500 | $3,375 | $4,125 | $75,000 |
| Placerville | Pavement Preservation and Remark Runway 5-23 | AIP | 2020 | $531,000 | $26,550 | $32,450 | $590,000 |
| Placerville | Pavement Preservation for Taxiways, Aprons and T | AIP | 2020 | $855,000 | $42,750 | $52,250 | $950,000 |
| Placerville | Airport Beacon Replacement (Design and | AIP | 2021 | $135,000 | $6,750 | $8,250 | $150,000 |
| Placerville | Obstruction Removal (Construction) - on-site tre | AIP | 2022 | $315,000 | $15,750 | $19,250 | $350,000 |
| Placerville | AWOS (Design) | AIP | 2023 | $76,500 | $3,825 | $4,675 | $85,000 |
| Placerville | AWOS (Construction) | AIP | 2024 | $315,000 | $15,750 | $19,250 | $350,000 |
| Porterville Municipal | Rehab Apron, Gates, and Access Control | AIP | 2019 | $1,134,000 | $56,700 | $69,300 | $1,260,000 |
| Porterville Municipal | 2 Rehabilitate Parallel and Connecting Taxiways | AIP | 2020 | $756,000 | $37,800 | $46,200 | $840,000 |
| Porterville Municipal | Relocate Runway 12-30 | AIP | 2022 | $405,000 | $20,250 | $24,750 | $450,000 |
| Porterville Municipal | Acquire 0.35 Acres of Real Property | AIP | 2024 | $31,500 | $1,575 | $1,925 | $35,000 |
| Porterville Municipal | Relocate Access Roads and Airport Perimeter Fence (Design) | AIP | 2024 | $243,000 | $12,150 | $14,850 | $270,000 |
| Porterville Municipal | Relocate Access Roads & Airport Perimeter Fence (Construct) | AIP | 2025 | $2,430,000 | $121,500 | $148,500 | $2,700,000 |
| Porterville Municipal | Runway & Parallel Taxiway Relocate to North (Design Only) | AIP | 2026 | $315,000 | $15,750 | $19,250 | $350,000 |
| Porterville Municipal | Runway and Parallel Taxiway Shift to the North (Construct) | AIP | 2027 | $4,680,000 | $234,000 | $286,000 | $5,200,000 |
| Poso-Kern County | Crack fill, Slurry Seal & Restripe Runway | A&D | 2020 | $0 | $135,000 | $15,000 | $150,000 |
| Poso-Kern County | North Transient Parking Ramp Reconstruction | A&D | 2021 | $0 | $207,000 | $23,000 | $230,000 |
| Poso-Kern County | Relocate Windsock and Construct Segmented Circle | A&D | 2023 | $0 | $72,000 | $8,000 | $80,000 |
| Ramona | Rehabilitate Taxiway | AIP | 2025 | $3,330,000 | $166,500 | $203,500 | $3,700,000 |
| Ramona | Rehabilitate Runway | AIP | 2026 | $4,500,000 | $225,000 | $275,000 | $5,000,000 |
| Ravendale | Pavement Maintenace & Remarking; RWY & TWY | A&D | 2020 | $0 | $90,000 | $10,000 | $100,000 |
| Red Bluff Municipal | Twy Rehab, Main Apron Rehab and Various- Design | AIP | 2019 | $90,000 | $4,500 | $5,500 | $100,000 |
| Red Bluff Municipal | Helicopter Parking Pads and Apron Expansion - Design | AIP | 2020 | $90,000 | $4,500 | $5,500 | $100,000 |
| Red Bluff Municipal | Taxiway Rehabilitation - Construction | AIP | 2020 | $366,300 | $18,315 | $22,385 | $407,000 |
| Red Bluff Municipal | East-West Taxiway Rehab and Security Upgrade - Dsgn & CatEx | AIP | 2021 | $99,000 | $4,950 | $6,050 | $110,000 |
| Red Bluff Municipal | Main Apron Pavement Rehabilitation - Construction | AIP | 2021 | $307,800 | $15,390 | $18,810 | $342,000 |
| Red Bluff Municipal | Apron Expansion - Construction | AIP | 2022 | $1,206,000 | $60,300 | $73,700 | $1,340,000 |
| Red Bluff Municipal | Helicopter Parking Pads - Construction | AIP | 2022 | $36,000 | $1,800 | $2,200 | $40,000 |
| Red Bluff Municipal | East-West Taxiway Rehabilitation - Construction | AIP | 2023 | $132,300 | $6,615 | $8,085 | $147,000 |
| Red Bluff Municipal | Security Upgrades; Fence, Surveillance - Construction | AIP | 2023 | $31,500 | $1,575 | $1,925 | $35,000 |
| Red Bluff Municipal | Airport Layout Plan - Update | AIP | 2024 | $157,500 | $7,875 | $9,625 | $175,000 |
| Red Bluff Municipal | Runway 15-33 Extension - Environmental Documents | AIP | 2025 | $90,000 | $4,500 | $5,500 | $100,000 |

| Airport Name | Project Name | Project Type | Program Year | FAA Grant Amount | State Grant Amount | Local Matching Amount | Total Project Cost |
|---|---|---|---|---|---|---|---|
| Red Bluff Municipal | Runway 15-33 Extension - Design | AIP | 2026 | $135,000 | $6,750 | $8,250 | $150,000 |
| Red Bluff Municipal | Runway 15-33 Extension - Construction | AIP | 2027 | $585,000 | $29,250 | $35,750 | $650,000 |
| Redding Municipal | Installation of Fingerprint Live Scan Equipment | AIP | 2019 | $45,000 | $0 | $5,000 | $50,000 |
| Redding Municipal | Interactive Video Training System (Safety/Security) | AIP | 2019 | $90,000 | $0 | $10,000 | $100,000 |
| Redding Municipal | New PAPI for Runway 30 | AIP | 2019 | $252,000 | $0 | $28,000 | $280,000 |
| Redding Municipal | Reconstruct Runway 16 Blast Pad and Taxiway H - Construction | AIP | 2019 | $3,618,000 | $0 | $402,000 | $4,020,000 |
| Redding Municipal | Snow Removal Equipment | AIP | 2019 | $45,000 | $0 | $5,000 | $50,000 |
| Redding Municipal | Airport Drainage Study | AIP | 2020 | $112,500 | $0 | $12,500 | $125,000 |
| Redding Municipal | Environmental Assessment - Parallel Runway | AIP | 2020 | $450,000 | $0 | $50,000 | $500,000 |
| Redding Municipal | Reconstruct Terminal Loop Access Road - Construction | AIP | 2020 | $6,700,860 | $0 | $744,540 | $7,445,400 |
| Redding Municipal | Rehabilitate/Upgrade Airport Access Control System (Design) | AIP | 2020 | $67,500 | $0 | $7,500 | $75,000 |
| Redding Municipal | Runway Surface Friction Measuring Equipment | AIP | 2020 | $45,000 | $0 | $5,000 | $50,000 |
| Redding Municipal | Video Cameras for Remote Vehicle Gates 39, 42 and 20 | AIP | 2020 | $135,000 | $0 | $15,000 | $150,000 |
| Redding Municipal | High Speed Runway Sweeper | AIP | 2021 | $315,000 | $0 | $35,000 | $350,000 |
| Redding Municipal | Pavement Preservation (Apron & Taxiways (Design Only) | AIP | 2021 | $108,000 | $0 | $12,000 | $120,000 |
| Redding Municipal | Rehabilitate/Upgrade Airport Access Control System | AIP | 2021 | $562,500 | $0 | $62,500 | $625,000 |
| Redding Municipal | Upgrade Airfield Electrical System (Design Only) | AIP | 2021 | $135,000 | $0 | $15,000 | $150,000 |
| Redding Municipal | All Weather Perimeter Road (Design Only) | AIP | 2022 | $90,000 | $0 | $10,000 | $100,000 |
| Redding Municipal | Crack Sealing Equipment | AIP | 2022 | $22,500 | $0 | $2,500 | $25,000 |
| Redding Municipal | Parallel Runway/Taxiway - Design Only | AIP | 2022 | $450,000 | $0 | $50,000 | $500,000 |
| Redding Municipal | Pavement Preservation (Apron & Taxiways) | AIP | 2022 | $900,000 | $0 | $100,000 | $1,000,000 |
| Redding Municipal | Upgrade Airfield Electrical System | AIP | 2022 | $1,125,000 | $0 | $125,000 | $1,250,000 |
| Redding Municipal | All Weather Perimeter Road - RSAP Recommendation | AIP | 2023 | $900,000 | $0 | $100,000 | $1,000,000 |
| Redding Municipal | Construct Parallel Runway/Taxiway/ Electrical Vault | AIP | 2023 | $3,870,000 | $0 | $430,000 | $4,300,000 |
| Redding Municipal | Environmental Assessment - Runway 17-35 Extension | AIP | 2023 | $360,000 | $0 | $40,000 | $400,000 |
| Redding Municipal | Expand Solar Farm - VALE Grant | AIP | 2023 | $1,350,000 | $0 | $150,000 | $1,500,000 |
| Redding Municipal | Runway 17-35 and Connector Taxiways Rehabilitation (Design) | AIP | 2023 | $779,400 | $0 | $86,600 | $866,000 |
| Redding Municipal | Security Fencing (Design) | AIP | 2023 | $49,500 | $0 | $5,500 | $55,000 |
| Redding Municipal | Eastside Apron Expansion (300'x450') (Design) | AIP | 2024 | $148,500 | $0 | $16,500 | $165,000 |
| Redding Municipal | Install MITL (Taxiway M,C & H) - Design Only | AIP | 2024 | $60,750 | $0 | $6,750 | $67,500 |
| Redding Municipal | Pavement Preservation (East Apron) Seal Coat (Design) | AIP | 2024 | $16,200 | $0 | $1,800 | $18,000 |
| Redding Municipal | Runway 17-35 and Connector Taxiways Rehabilitation | AIP | 2024 | $6,660,000 | $0 | $740,000 | $7,400,000 |
| Redding Municipal | Runway 17-35 Extension (Design) | AIP | 2024 | $315,000 | $0 | $35,000 | $350,000 |
| Redding Municipal | Security Fencing | AIP | 2024 | $432,000 | $0 | $48,000 | $480,000 |
| Redding Municipal | Terminal Apron Reconstruction (Design) | AIP | 2024 | $855,000 | $0 | $95,000 | $950,000 |

| Airport Name | Project Name | Project Type | Program Year | FAA Grant Amount | State Grant Amount | Local Matching Amount | Total Project Cost |
|---|---|---|---|---|---|---|---|
| Redding Municipal | Eastside Apron Expansion (300'x450') | AIP | 2025 | $990,000 | $0 | $110,000 | $1,100,000 |
| Redding Municipal | Install MITL (Taxiway "M", "C" & "H") | AIP | 2025 | $405,000 | $0 | $45,000 | $450,000 |
| Redding Municipal | Pavement Preservation (East Apron) - Seal Coat | AIP | 2025 | $108,000 | $0 | $12,000 | $120,000 |
| Redding Municipal | Runway 17-35 Extension - Construction | AIP | 2025 | $2,700,000 | $0 | $300,000 | $3,000,000 |
| Redding Municipal | Terminal Apron Reconstruction | AIP | 2025 | $6,300,000 | $0 | $700,000 | $7,000,000 |
| Reedley Municipal | Apron Pavement Rehabilitation Design (Tie-Down Areas) | AIP | 2019 | $157,500 | $7,875 | $9,625 | $175,000 |
| Reedley Municipal | Apron Pavement Rehabilitation Design (Tie-Down Areas) | AIP | 2020 | $157,500 | $7,875 | $9,625 | $175,000 |
| Reedley Municipal | Apron Pavement Rehabilitation Construct (North Tie-Down) | AIP | 2020 | $720,000 | $36,000 | $44,000 | $800,000 |
| Reedley Municipal | Apron Pavement Rehab. Construct (Central Tie-Down) | AIP | 2021 | $702,000 | $35,100 | $42,900 | $780,000 |
| Reedley Municipal | Apron Pavement Rehab. Design (South Tie-Down Apron) | AIP | 2023 | $180,000 | $9,000 | $11,000 | $200,000 |
| Reedley Municipal | Apron Pavement Rehabilitation Construct (South Tie-Down) | AIP | 2024 | $900,000 | $45,000 | $55,000 | $1,000,000 |
| Reedley Municipal | Apron Pavement Rehabilitation Construction (Fuel Apron) | AIP | 2026 | $720,000 | $36,000 | $44,000 | $800,000 |
| Reedley Municipal | Apron Pavement Rehabilitation Construct (Hangar Areas) | AIP | 2027 | $378,000 | $18,900 | $23,100 | $420,000 |
| Reedley Municipal | Apron Pavement Rehabilitation Construct (Transient Apron) | AIP | 2028 | $918,000 | $45,900 | $56,100 | $1,020,000 |
| Reid Hillview | Prepare Airport Pavement Management System | AIP | 2019 | $40,500 | $2,025 | $2,475 | $45,000 |
| Reid Hillview | Prepare Design, Bid Documents and Perform Perimeter Fence | AIP | 2020 | $504,000 | $25,200 | $30,800 | $560,000 |
| Reid Hillview | Prep. Design and Bid Documents for Shift of Runways and Construction of Parallel Taxiways | AIP | 2021 | $225,000 | $11,250 | $13,750 | $250,000 |
| Reid Hillview | Perform Shift of Runways and Construction of West Side Parallel Taxiways and Run-up Area | AIP | 2022 | $1,980,000 | $99,000 | $121,000 | $2,200,000 |
| Reid Hillview | Prepare Design and Bid Documents for Aircraft Shelter Area Pavement Rehab. | AIP | 2022 | $99,000 | $4,950 | $6,050 | $110,000 |
| Rio Vista Municipal | Design Replace PAPI & Replace REIL and Assoc. Inc. - Design | AIP | 2019 | $87,750 | $4,388 | $5,363 | $97,500 |
| Rio Vista Municipal | Construction Ph I - Replace PAPI and REIL | AIP | 2020 | $365,490 | $18,275 | $22,336 | $406,100 |
| Rio Vista Municipal | Construction Ph II - Replace PAPI and REIL | AIP | 2021 | $381,477 | $19,074 | $23,312 | $423,863 |
| Rio Vista Municipal | Design - Reconstruction of Runway 7-25 | AIP | 2022 | $390,150 | $19,508 | $23,843 | $433,500 |
| Rio Vista Municipal | Design - Relocations of Drain Channel, Road, and Fence | AIP | 2022 | $126,000 | $6,300 | $7,700 | $140,000 |
| Rio Vista Municipal | Design North Side Fencing Project | AIP | 2022 | $49,500 | $2,475 | $3,025 | $55,000 |
| Rio Vista Municipal | Environmental Assessment | AIP | 2022 | $148,500 | $7,425 | $9,075 | $165,000 |
| Rio Vista Municipal | Install New North Side & Replace Northwest Perimeter Fencing | AIP | 2022 | $373,500 | $18,675 | $22,825 | $415,000 |
| Rio Vista Municipal | Land Acquisition - Future Hangars | AIP | 2022 | $495,000 | $24,750 | $30,250 | $550,000 |
| Rio Vista Municipal | Relocate City Drainage Channel | AIP | 2022 | $675,900 | $33,795 | $41,305 | $751,000 |
| Rio Vista Municipal | Construction Ph I - Runway 7-25 reconstruction | AIP | 2023 | $1,014,750 | $50,738 | $62,013 | $1,127,500 |
| Rio Vista Municipal | Design - Taxilanes and Service Roads | AIP | 2023 | $117,000 | $5,850 | $7,150 | $130,000 |
| Rio Vista Municipal | Relocate Hangar Access Road | AIP | 2023 | $358,200 | $17,910 | $21,890 | $398,000 |

| Airport Name | Project Name | Project Type | Program Year | FAA Grant Amount | State Grant Amount | Local Matching Amount | Total Project Cost |
|---|---|---|---|---|---|---|---|
| Rio Vista Municipal | Relocate South East Fence | AIP | 2023 | $167,400 | $8,370 | $10,230 | $186,000 |
| Rio Vista Municipal | Construct Taxilane, Grade & Drain for 2 Tee Hangars | AIP | 2024 | $500,400 | $25,020 | $30,580 | $556,000 |
| Rio Vista Municipal | Construction Ph II Reconstruction of Runway 7-25 | AIP | 2024 | $1,014,750 | $50,738 | $62,013 | $1,127,500 |
| Rio Vista Municipal | Construct Taxilanes & Service Road - Commercial Hangar | AIP | 2025 | $574,200 | $28,710 | $35,090 | $638,000 |
| Rio Vista Municipal | Design:  Generator, Repave Parking Lot, Jet A Fuel | AIP | 2025 | $67,500 | $3,375 | $4,125 | $75,000 |
| Rio Vista Municipal | Install Emergency Generator | AIP | 2026 | $64,800 | $3,240 | $3,960 | $72,000 |
| Rio Vista Municipal | Repave Automobile Parking Lot | AIP | 2026 | $229,500 | $11,475 | $14,025 | $255,000 |
| Rio Vista Municipal | Design:  Tee Hangars, Corporate Hangars, Helipad | AIP | 2027 | $292,500 | $14,625 | $17,875 | $325,000 |
| Rio Vista Municipal | Install Jet A Fuel System | AIP | 2027 | $161,100 | $8,055 | $9,845 | $179,000 |
| Rio Vista Municipal | Construct Row of Tee Hangars | AIP | 2028 | $1,874,700 | $93,735 | $114,565 | $2,083,000 |
| Riverside Municipal | Airport Electrical Project | AIP | 2020 | $355,500 | $17,775 | $21,725 | $395,000 |
| Riverside Municipal | Twy A Rehabilitation Design | AIP | 2021 | $108,000 | $5,400 | $6,600 | $120,000 |
| Riverside Municipal | Twy A Rehabilitation Construction | AIP | 2022 | $450,000 | $22,500 | $27,500 | $500,000 |
| Riverside Municipal | RY 9/27 LED MIRL | AIP | 2023 | $472,500 | $23,625 | $28,875 | $525,000 |
| Riverside Municipal | Service Road | AIP | 2024 | $810,000 | $40,500 | $49,500 | $900,000 |
| Riverside Municipal | Apron Rehabilitation (Port-a-Port) | AIP | 2025 | $810,000 | $40,500 | $49,500 | $900,000 |
| Riverside Municipal | Runway 9/27 Slurry Coat | AIP | 2026 | $540,000 | $27,000 | $33,000 | $600,000 |
| Rogers Field | Acquire Snowblower | AIP | 2019 | $107,100 | $5,355 | $6,545 | $119,000 |
| Rogers Field | New Snow Plow Truck | AIP | 2019 | $216,000 | $10,800 | $13,200 | $240,000 |
| Rogers Field | Des/Construct:Reseal Joints in RW, TW, and Taxilane Pavement | AIP | 2020 | $846,000 | $42,300 | $51,700 | $940,000 |
| Rogers Field | Design - Develop East Hangar Area, Access Road and Taxilanes | AIP | 2021 | $392,400 | $19,620 | $23,980 | $436,000 |
| Rogers Field | Design:Extend Taxiway A, Relocate Threshold RW 16 | AIP | 2021 | $172,800 | $8,640 | $10,560 | $192,000 |
| Rogers Field | Construct:Develop East Hangar Area Phase 1 | AIP | 2022 | $3,398,400 | $169,920 | $207,680 | $3,776,000 |
| Rogers Field | Construct:Extend Taxiway A, Relocate Threshold RW 16 | AIP | 2023 | $1,215,900 | $60,795 | $74,305 | $1,351,000 |
| Rogers Field | Design: Tee Hangar Site Development Phase 2 | AIP | 2023 | $282,600 | $14,130 | $17,270 | $314,000 |
| Rogers Field | Design/Construct: Snow Removal Equipment Building | AIP | 2024 | $412,200 | $20,610 | $25,190 | $458,000 |
| Rogers Field | Airport Layout Plan Narrative with Updated ALP Plans | AIP | 2025 | $135,000 | $6,750 | $8,250 | $150,000 |
| Rogers Field | Construct Develop East Hangar Area Phase 2 | AIP | 2025 | $1,350,000 | $67,500 | $82,500 | $1,500,000 |
| Rogers Field | Enviromental Assessment (EA) - Land | AIP | 2025 | $108,000 | $5,400 | $6,600 | $120,000 |
| Rogers Field | Update Pavement Maintenance/Management Program | AIP | 2025 | $72,000 | $3,600 | $4,400 | $80,000 |
| Rogers Field | Design: Reseal Joints in Pavement | AIP | 2026 | $45,000 | $2,250 | $2,750 | $50,000 |
| Rogers Field | Environmental Assessment (EA) | AIP | 2027 | $108,000 | $5,400 | $6,600 | $120,000 |
| Rogers Field | Land Acquisition - Runway 16-34 Extension | AIP | 2027 | $144,000 | $7,200 | $8,800 | $160,000 |

| Airport Name | Project Name | Project Type | Program Year | FAA Grant Amount | State Grant Amount | Local Matching Amount | Total Project Cost |
|---|---|---|---|---|---|---|---|
| Rogers Field | Reseal Joints in Pavement | AIP | 2027 | $524,700 | $26,235 | $32,065 | $583,000 |
| Rogers Field | Construct 16-Unit Nested Tee Hangar | AIP | 2028 | $1,467,000 | $73,350 | $89,650 | $1,630,000 |
| Round Valley | Runway 10-28 Pavement Rehabilitation Design | AIP | 2019 | $61,020 | $3,051 | $3,729 | $67,800 |
| Round Valley | Runway 10-28 Pavement Rehabilitation Construction | AIP | 2021 | $457,650 | $22,883 | $27,968 | $508,500 |
| Ruth | Airport Layout Plan | AIP | 2019 | $135,000 | $6,750 | $8,250 | $150,000 |
| Ruth | Runway Safety Area (South) | AIP | 2020 | $101,250 | $5,063 | $6,188 | $112,500 |
| Ruth | Runway Safety Area (South) | AIP | 2022 | $675,000 | $33,750 | $41,250 | $750,000 |
| Ruth | Airport Pavement Management Program | AIP | 2023 | $13,500 | $675 | $825 | $15,000 |
| Ruth | Runway Reconstruction | AIP | 2023 | $643,500 | $32,175 | $39,325 | $715,000 |
| Ruth | Runway and Apron Pavement Rehab, Widen Runway | A&D | 2023 | $0 | $450,000 | $50,000 | $500,000 |
| Sacramento Executive | Improve Runway 2/20 Safety Area | AIP | 2019 | $900,000 | $45,000 | $55,000 | $1,000,000 |
| Sacramento Executive | Rehabilitate Runway 2/20 (All Phases) | AIP | 2020 | $6,480,000 | $324,000 | $396,000 | $7,200,000 |
| Sacramento Executive | Rehabilitate Runway 12/30 | AIP | 2022 | $1,890,000 | $94,500 | $115,500 | $2,100,000 |
| Sacramento Executive | Rehabilitation of Taxiways M, N and W | AIP | 2022 | $1,485,000 | $74,250 | $90,750 | $1,650,000 |
| Sacramento Executive | Rehabilitate North T-Hangar Taxiways | AIP | 2023 | $1,395,000 | $69,750 | $85,250 | $1,550,000 |
| Sacramento Executive | Rehabilitation Taxiways E and H | AIP | 2023 | $1,485,000 | $74,250 | $90,750 | $1,650,000 |
| Sacramento Executive | Rehabilitate Taxiways C and D | AIP | 2024 | $1,485,000 | $74,250 | $90,750 | $1,650,000 |
| Sacramento Executive | Rehabilitate South T-Hangar Taxiways | AIP | 2025 | $180,000 | $9,000 | $11,000 | $200,000 |
| Sacramento International | Rehab of Runway 16R/34L Phase 2 of 2 Construction | AIP | 2019 | $36,000,000 | $0 | $4,000,000 | $40,000,000 |
| Sacramento International | Rehabilitate Taxiway "Y" | AIP | 2019 | $900,000 | $0 | $100,000 | $1,000,000 |
| Sacramento International | New ARFF Building | AIP | 2020 | $9,675,000 | $0 | $1,075,000 | $10,750,000 |
| Sacramento International | Realign Taxiway A System (A5, A7, A9) 2 Phases | AIP | 2021 | $27,900,000 | $0 | $3,100,000 | $31,000,000 |
| Sacramento International | West Apron Rehab Construction | AIP | 2021 | $9,675,000 | $0 | $1,075,000 | $10,750,000 |
| Sacramento International | RON/Deicing Apron Construction | AIP | 2023 | $9,000,000 | $0 | $1,000,000 | $10,000,000 |
| Sacramento International | Strengthen & Overlay South Portion of Taxiway "A" | AIP | 2024 | $20,700,000 | $0 | $2,300,000 | $23,000,000 |
| Sacramento Mather | Overlay Runway 4L/22R Pavement, Construction | AIP | 2019 | $18,000,000 | $900,000 | $1,100,000 | $20,000,000 |
| Sacramento Mather | Rehab AC Section Runway 4R/22L Part 2 Construction | AIP | 2020 | $18,000,000 | $900,000 | $1,100,000 | $20,000,000 |
| Sacramento Mather | Rehabilitate Taxiway "D" and "D1" | AIP | 2021 | $792,000 | $39,600 | $48,400 | $880,000 |
| Sacramento Mather | Rehabilitate General Apron and Drainage | AIP | 2022 | $3,150,000 | $157,500 | $192,500 | $3,500,000 |
| Sacramento Mather | Remove Excess Markings and Pavement | AIP | 2022 | $1,404,000 | $70,200 | $85,800 | $1,560,000 |
| Salinas Municipal | ALUCP | A&D | 2019 | $0 | $157,500 | $17,500 | $175,000 |
| Salinas Municipal | Construct Runway 8-26 and Helipad Pavement Rehabilitation | AIP | 2019 | $1,080,000 | $54,000 | $66,000 | $1,200,000 |
| Salinas Municipal | Airport Master Plan Update | AIP | 2021 | $495,000 | $24,750 | $30,250 | $550,000 |
| Salinas Municipal | Design Apron Pavement Rehabilitation | AIP | 2022 | $247,500 | $12,375 | $15,125 | $275,000 |
| Salinas Municipal | Design Perimeter Road Pavement Rehabilitation | AIP | 2022 | $157,500 | $7,875 | $9,625 | $175,000 |

| Airport Name | Project Name | Project Type | Program Year | FAA Grant Amount | State Grant Amount | Local Matching Amount | Total Project Cost |
|---|---|---|---|---|---|---|---|
| Salinas Municipal | Construct Apron Pavement Rehabilitation, Phase I | AIP | 2023 | $834,408 | $41,720 | $50,992 | $927,120 |
| Salinas Municipal | Construct Perimeter Road Pavement Rehabilitation, Phase I | AIP | 2023 | $451,548 | $22,577 | $27,595 | $501,720 |
| Salinas Municipal | Construct Apron Pavement Rehabilitation, Phase II | AIP | 2024 | $957,150 | $47,858 | $58,493 | $1,063,500 |
| Salinas Municipal | Construct Perimeter Road Pavement Rehabilitation, Phase II | AIP | 2024 | $270,198 | $13,510 | $16,512 | $300,220 |
| Salinas Municipal | NEPA - RWY RSA Enhancements Safety Environmental | AIP | 2025 | $270,000 | $13,500 | $16,500 | $300,000 |
| Salinas Municipal | Design - Enhance Runway Safety (RWY 13-31 RSA Standards) | AIP | 2026 | $279,000 | $13,950 | $17,050 | $310,000 |
| Salinas Municipal | Construction - Enhance Runway Safety (RWY 13-31) | AIP | 2027 | $5,134,500 | $256,725 | $313,775 | $5,705,000 |
| Salinas Municipal | Enhance Rw 8-26 RSA  Shift RWY 8-26 Environmental | AIP | 2028 | $232,200 | $11,610 | $14,190 | $258,000 |
| Samoa Field | Resurface Runway/Repaint Markings | A&D | 2019 | $0 | $135,000 | $15,000 | $150,000 |
| Samoa Field | T-Hangar Improvements | A&D | 2021 | $0 | $180,000 | $20,000 | $200,000 |
| Samoa Field | Resurface Parking Areas | A&D | 2022 | $0 | $0 | $0 | $0 |
| Samoa Field | Design Ten T Hangars | A&D | 2023 | $0 | $270,000 | $30,000 | $300,000 |
| Samoa Field | Construct 10 T Hangars | A&D | 2024 | $0 | $2,700,000 | $300,000 | $3,000,000 |
| Samoa Field | Removal/Pruning Willow Stand | A&D | 2026 | $0 | $37,800 | $4,200 | $42,000 |
| Samoa Field | Install Runway Lights | A&D | 2027 | $0 | $495,000 | $55,000 | $550,000 |
| Samoa Field | Construct Security Fencing | A&D | 2028 | $0 | $139,500 | $15,500 | $155,000 |
| San Bernardino International | Taxiway Rehabilitation Project - Taxiway Shoulders | AIP | 2020 | $2,465,550 | $123,278 | $150,673 | $2,739,500 |
| San Bernardino International | ARFF Response Vehicle | AIP | 2021 | $720,000 | $36,000 | $44,000 | $800,000 |
| San Bernardino International | Runway 6 Overrun Project - Phase 1 | AIP | 2022 | $432,691 | $21,635 | $26,442 | $480,768 |
| San Bernardino International | Runway 6/24 Crack, Joint, Spall Repair Phase-1 | AIP | 2023 | $1,020,231 | $51,012 | $62,347 | $1,133,590 |
| San Bernardino International | Apron Rehabiliation Project | AIP | 2024 | $2,356,700 | $117,835 | $144,021 | $2,618,555 |
| San Bernardino International | Construct Heliport | AIP | 2024 | $450,000 | $22,500 | $27,500 | $500,000 |
| San Bernardino International | EA for Extension of Runway 6/24 & Taxiway "A" | AIP | 2024 | $450,000 | $22,500 | $27,500 | $500,000 |
| San Bernardino International | Runway 6 Overrun Project - Phase 2 | AIP | 2025 | $2,240,451 | $112,023 | $136,916 | $2,489,390 |
| San Bernardino International | Construct Taxiway to Corporate Hangars | AIP | 2026 | $903,600 | $45,180 | $55,220 | $1,004,000 |
| San Bernardino International | EIS for Second Runway | AIP | 2027 | $540,000 | $27,000 | $33,000 | $600,000 |
| San Bernardino International | Construct General Aviation Runway & Taxiway | AIP | 2028 | $7,137,000 | $356,850 | $436,150 | $7,930,000 |
| San Carlos | Rehabilitate Runway 12/30, Phase II - Construction | AIP | 2019 | $832,500 | $41,625 | $50,875 | $925,000 |
| San Carlos | Rehabilitate Taxiway Sealcoat and Restripe Taxiways J, K | AIP | 2020 | $1,116,000 | $55,800 | $68,200 | $1,240,000 |
| San Carlos | Crack Seal, Seal Coat and Restripe Transient Parking Ramp | AIP | 2021 | $652,500 | $32,625 | $39,875 | $725,000 |
| San Carlos | Crack Seal, Seal Coat and Restripe All Parking Ramps | AIP | 2022 | $121,500 | $6,075 | $7,425 | $135,000 |
| San Carlos | Crack Seal, Seal Coat and Restripe All Parking Ramps | AIP | 2024 | $855,000 | $42,750 | $52,250 | $950,000 |
| San Diego International | Preparation of Airport Land Use Compatability Plans | A&D | 2019 | $0 | $500,000 | $700,000 | $1,200,000 |
| San Diego International | Rehabilitate Apron Pavement | AIP | 2020 | $8,475,000 | $0 | $2,825,000 | $11,300,000 |
| San Diego International | Residential Sound Attenuation | A&D | 2020 | $11,627,848 | $0 | $2,906,962 | $14,534,810 |
| San Diego International | Construct Terminal Apron | A&D | 2021 | $40,000,000 | $0 | $111,400,000 | $151,400,000 |

| Airport Name | Project Name | Project Type | Program Year | FAA Grant Amount | State Grant Amount | Local Matching Amount | Total Project Cost |
|---|---|---|---|---|---|---|---|
| San Diego International | Residential Sound Attenuation | A&D | 2021 | $11,627,848 | $0 | $2,906,962 | $14,534,810 |
| San Diego International | Construct Taxiway "A" | A&D | 2022 | $30,617,587 | $0 | $10,205,863 | $40,823,450 |
| San Diego International | Residential Sound Attenuation | A&D | 2022 | $11,627,848 | $0 | $2,906,962 | $14,534,810 |
| San Diego International | VALE - Hydrant Fueling 30 Gates | A&D | 2022 | $63,375,000 | $0 | $21,125,000 | $84,500,000 |
| San Diego International | VALE - Install PCAir and 400Hz at 30 Gates | A&D | 2022 | $12,075,000 | $0 | $4,025,000 | $16,100,000 |
| San Diego International | Construct Remain Overnight (RON) Parking | A&D | 2023 | $37,725,000 | $0 | $12,575,000 | $50,300,000 |
| San Diego International | Rehabilitate Taxiway "B" | A&D | 2023 | $24,450,000 | $0 | $8,150,000 | $32,600,000 |
| San Diego International | Replace and Upgrade EMAS | A&D | 2023 | $14,475,000 | $0 | $4,825,000 | $19,300,000 |
| San Diego International | Residential Sound Attenuation | A&D | 2023 | $11,627,848 | $0 | $2,906,962 | $14,534,810 |
| San Diego International | Replace Airfield Signage | A&D | 2024 | $750,000 | $0 | $250,000 | $1,000,000 |
| San Diego International | Residential Sound Attenuation | A&D | 2024 | $11,627,848 | $0 | $2,906,962 | $14,534,810 |
| San Francisco International | 9-1-1 Phone System Upgrade | A&D | 2019 | $0 | $255,000 | $745,000 | $1,000,000 |
| San Francisco International | Noise Insulation Program | AIP | 2019 | $5,773,500 | $0 | $641,500 | $6,415,000 |
| San Francisco International | Runway 1L-19R Overlay and Reconstruction | AIP | 2019 | $21,600,000 | $0 | $2,400,000 | $24,000,000 |
| San Francisco International | Taxiway F1 Realignment | AIP | 2019 | $20,700,000 | $0 | $2,300,000 | $23,000,000 |
| San Francisco International | Taxiway T and D Realignment | AIP | 2019 | $22,500,000 | $0 | $2,500,000 | $25,000,000 |
| San Francisco International | Taxiway C Reconstruction Phase I | AIP | 2020 | $15,678,355 | $0 | $1,742,039 | $17,420,394 |
| San Francisco International | Taxiway C Reconstruction Phase II | AIP | 2023 | $450,000 | $0 | $50,000 | $500,000 |
| San Francisco International | Taxiway C3 and R Reconstruction/Realignment | AIP | 2023 | $450,000 | $0 | $50,000 | $500,000 |
| San Francisco International | Taxiway F and N Reconstruction | AIP | 2023 | $450,000 | $0 | $50,000 | $500,000 |
| San Francisco International | Taxiway G and H Reconstruction | AIP | 2023 | $3,755,051 | $0 | $417,228 | $4,172,279 |
| San Francisco International | Taxiway L Reconstruction | AIP | 2023 | $450,000 | $0 | $50,000 | $500,000 |
| San Francisco International | Taxiway Z Reconstruction Phase I | AIP | 2023 | $450,000 | $0 | $50,000 | $500,000 |
| San Gabriel Valley (El Monte) | Airport Land Use Compatibility Plan (ALUCP) | A&D | 2019 | $0 | $270,000 | $30,000 | $300,000 |
| San Gabriel Valley (El Monte) | Pavement Repairs & Maintenance - Crack Sealing/Patching | A&D | 2019 | $0 | $45,000 | $5,000 | $50,000 |
| San Gabriel Valley (El Monte) | Runway & Taxiway Reconstruction - [Design] | AIP | 2021 | $450,000 | $22,500 | $27,500 | $500,000 |
| San Gabriel Valley (El Monte) | Runway & Taxiway Reconstruction - [Construction] | AIP | 2023 | $7,200,000 | $360,000 | $440,000 | $8,000,000 |
| San Jose International, Norman Y. Mineta | Aircraft Rescue and Fire Fighting (ARFF) Facility | AIP | 2019 | $18,000,000 | $0 | $2,000,000 | $20,000,000 |
| San Jose International, Norman Y. Mineta | Airfield Electrical System Rehabilitation Phase 2 | AIP | 2019 | $3,600,000 | $0 | $400,000 | $4,000,000 |

| Airport Name | Project Name | Project Type | Program Year | FAA Grant Amount | State Grant Amount | Local Matching Amount | Total Project Cost |
|---|---|---|---|---|---|---|---|
| San Jose International, Norman Y. Mineta | Terminal B Ramp Rehabilitation Phase 4 | AIP | 2019 | $7,920,000 | $0 | $880,000 | $8,800,000 |
| San Jose International, Norman Y. Mineta | Airfield Electrical System Rehabilitation Phase 3 | AIP | 2020 | $3,150,000 | $0 | $350,000 | $3,500,000 |
| San Jose International, Norman Y. Mineta | Electric Ground Support Equipment (VALE) Phase 1 | AIP | 2020 | $450,000 | $0 | $50,000 | $500,000 |
| San Jose International, Norman Y. Mineta | Pavement Management Study | AIP | 2020 | $360,000 | $0 | $40,000 | $400,000 |
| San Jose International, Norman Y. Mineta | Runway Incursion Mitigation (RIM) Implementation Phase 1 | AIP | 2020 | $15,000,000 | $0 | $1,666,667 | $16,666,667 |
| San Jose International, Norman Y. Mineta | Safety Management Systems (SMS) Program | AIP | 2020 | $450,000 | $0 | $50,000 | $500,000 |
| San Jose International, Norman Y. Mineta | Terminal B Ramp Rehabilitation Phase 5 | AIP | 2020 | $6,030,000 | $0 | $670,000 | $6,700,000 |
| San Jose International, Norman Y. Mineta | Zero Emission Buses | AIP | 2020 | $4,500,000 | $0 | $500,000 | $5,000,000 |
| San Jose International, Norman Y. Mineta | Airfield Electrical System Rehabilitation Phase 4 | AIP | 2021 | $2,700,000 | $0 | $300,000 | $3,000,000 |
| San Jose International, Norman Y. Mineta | Electric Ground Support Equipment (VALE) Phase 2 | AIP | 2021 | $450,000 | $0 | $50,000 | $500,000 |
| San Jose International, Norman Y. Mineta | Runway Incursion Mitigation (RIM) Implementation Phase 2 | AIP | 2021 | $15,000,000 | $0 | $1,666,667 | $16,666,667 |
| San Jose International, Norman Y. Mineta | Runway Incursion Mitigation (RIM) Implementation Phase 3 | AIP | 2022 | $15,000,000 | $0 | $1,666,667 | $16,666,667 |
| San Jose International, Norman Y. Mineta | Airport Noise Monitoring System (ANOMS) Replacement | AIP | 2024 | $1,800,000 | $0 | $200,000 | $2,000,000 |
| San Jose International, Norman Y. Mineta | Electric Ground Support Equipment (VALE) Phase 3 | AIP | 2024 | $450,000 | $0 | $50,000 | $500,000 |
| San Jose International, Norman Y. Mineta | Obstruction Survey | AIP | 2024 | $450,000 | $0 | $50,000 | $500,000 |
| San Luis Obispo County Regional | Conduct Drainage Study | AIP | 2019 | $270,000 | $0 | $30,000 | $300,000 |
| San Luis Obispo County Regional | Rehabilitate Terminal Apron | AIP | 2019 | $373,770 | $0 | $41,530 | $415,300 |
| San Luis Obispo County Regional | Runway 11-29 Rehabilitation | AIP | 2019 | $10,300,779 | $0 | $1,144,531 | $11,445,310 |

| Airport Name | Project Name | Project Type | Program Year | FAA Grant Amount | State Grant Amount | Local Matching Amount | Total Project Cost |
|---|---|---|---|---|---|---|---|
| San Luis Obispo County Regional | Rehabilitate Taxiways A, F & H | AIP | 2020 | $3,485,790 | $0 | $387,310 | $3,873,100 |
| San Luis Obispo County Regional | Relocate Navigational Aids (Glide Slope/VASI) and Apprch Lit | AIP | 2020 | $303,930 | $0 | $33,770 | $337,700 |
| San Luis Obispo County Regional | Taxiway A Realignment and Rehabilitation Phase 2 - Construction | AIP | 2020 | $1,474,290 | $0 | $163,810 | $1,638,100 |
| San Luis Obispo County Regional | Master Plan | AIP | 2021 | $360,000 | $0 | $40,000 | $400,000 |
| San Luis Obispo County Regional | Relocate Nav Aid and ALS Phase 2 - Design | AIP | 2021 | $429,660 | $0 | $47,740 | $477,400 |
| San Luis Obispo County Regional | Relocate Nav Aids (GS/VASI) and Apprch Phase 3, Construct | AIP | 2022 | $4,296,150 | $0 | $477,350 | $4,773,500 |
| San Luis Obispo County Regional | Reconfigure Taxiway E | AIP | 2023 | $7,175,160 | $0 | $797,240 | $7,972,400 |
| Santa Maria Public | Rehabilitate Terminal Apron, Phase 3 | AIP | 2019 | $3,330,000 | $0 | $370,000 | $3,700,000 |
| Santa Maria Public | Rehabilitate Runway 12-30 | AIP | 2020 | $6,120,000 | $0 | $680,000 | $6,800,000 |
| Santa Maria Public | Rehab. Twy A & S & T, Construct Taxiways A4, A6, A7, A8 | AIP | 2021 | $6,525,000 | $0 | $725,000 | $7,250,000 |
| Santa Maria Public | No Project | | 2022 | $0 | $0 | $0 | $0 |
| Santa Maria Public | Environmental Assessment (EA) to Extend Taxiway B | AIP | 2023 | $495,000 | $0 | $55,000 | $550,000 |
| Santa Maria Public | No Project | | 2024 | $0 | $0 | $0 | $0 |
| Santa Maria Public | Extend Taxiway B south from Taxiway E to Taxiway B7 | AIP | 2025 | $4,410,000 | $0 | $490,000 | $4,900,000 |
| Santa Maria Public | No Project | | 2026 | $0 | $0 | $0 | $0 |
| Santa Maria Public | Rehabilitate Terminal Apron, Phase 4 | AIP | 2027 | $2,340,000 | $0 | $260,000 | $2,600,000 |
| Santa Maria Public | Rehabilitate Taxiways E and H | AIP | 2028 | $3,960,000 | $0 | $440,000 | $4,400,000 |
| Santa Ynez | Mid-field Security Enhncemnts, Apron Reconstruction (Design) | AIP | 2019 | $166,500 | $8,325 | $10,175 | $185,000 |
| Santa Ynez | AWOS | AIP | 2020 | $144,000 | $7,200 | $8,800 | $160,000 |
| Santa Ynez | Mid-field Security Enhncemnts, Apron Reconstruction (Construct.) | AIP | 2021 | $1,620,000 | $81,000 | $99,000 | $1,800,000 |
| Santa Ynez | Pavement Rehabilitation, Aprons and Taxilanes. | AIP | 2023 | $603,000 | $30,150 | $36,850 | $670,000 |
| Santa Ynez | Pole-Mounted Apron Lighting (Construct & Reimburse Design) | AIP | 2025 | $234,000 | $11,700 | $14,300 | $260,000 |
| Santa Ynez | Rehabilitate Runway 8-26. | AIP | 2027 | $864,000 | $43,200 | $52,800 | $960,000 |
| Santa Ynez | Rehabilitate Parallel and Connecting Taxiways. | AIP | 2028 | $882,000 | $44,100 | $53,900 | $980,000 |
| Scott Valley-Bud Davis Field | Taxiway/Apron Runway Slurry Seal (Bid/Award & Construction) | AIP | 2020 | $67,500 | $3,375 | $4,125 | $75,000 |
| Scott Valley-Bud Davis Field | ALP Update With Narrative Report | AIP | 2021 | $135,000 | $6,750 | $8,250 | $150,000 |
| Sequoia Field | Runway 13-31 & Exits Rehabilitaion | AIP | 2019 | $360,000 | $18,000 | $22,000 | $400,000 |

| Airport Name | Project Name | Project Type | Program Year | FAA Grant Amount | State Grant Amount | Local Matching Amount | Total Project Cost |
|---|---|---|---|---|---|---|---|
| Sequoia Field | Parallel Taxiway | AIP | 2020 | $135,000 | $6,750 | $8,250 | $150,000 |
| Sequoia Field | Apron & Taxilanes | AIP | 2021 | $90,000 | $4,500 | $5,500 | $100,000 |
| Sequoia Field | 12000 Gal. AVGAS Fuel Island | AIP | 2022 | $180,000 | $9,000 | $11,000 | $200,000 |
| Sequoia Field | 16 Unit Nested T-Hangar Buildings | AIP | 2023 | $720,000 | $36,000 | $44,000 | $800,000 |
| Sequoia Field | No New Projects | AIP | 2024 | $0 | $0 | $0 | $0 |
| Sequoia Field | No New Projects | AIP | 2025 | $0 | $0 | $0 | $0 |
| Sequoia Field | No New Projects | AIP | 2026 | $0 | $0 | $0 | $0 |
| Sequoia Field | Runway and Taxiway Pavement Maintenance | AIP | 2027 | $270,000 | $13,500 | $16,500 | $300,000 |
| Shelter Cove | ALP Update | A&D | 2019 | $0 | $93,060 | $10,340 | $103,400 |
| Shelter Cove | Taxiway Realignment Planning | A&D | 2019 | $0 | $81,000 | $9,000 | $90,000 |
| Shelter Cove | Tiedown Area Paving, Southeast and Northwest Tiedown Apron | AIP | 2019 | $504,000 | $25,200 | $30,800 | $560,000 |
| Shelter Cove | Improve Drainage - Southeast Tiedown Area | A&D | 2020 | $0 | $450,000 | $50,000 | $500,000 |
| Shelter Cove | Pilots Lounge | A&D | 2020 | $0 | $67,500 | $7,500 | $75,000 |
| Shelter Cove | Taxiway Realignment | AIP | 2020 | $630,000 | $31,500 | $38,500 | $700,000 |
| Shelter Cove | 10 Space Pilot's Parking Lot Planning and Design | A&D | 2026 | $0 | $23,400 | $2,600 | $26,000 |
| Shelter Cove | 10 Space Pilot's Parking Lot | A&D | 2027 | $0 | $90,000 | $10,000 | $100,000 |
| Shoshone | Segmented Circle | A&D | 2020 | $0 | $29,700 | $3,300 | $33,000 |
| Shoshone | Replace Runway Lighting Control System | A&D | 2021 | $0 | $31,500 | $3,500 | $35,000 |
| Shoshone | Construct Turnarounds | A&D | 2022 | $0 | $99,000 | $11,000 | $110,000 |
| Shoshone | Widen RW 15-33 | A&D | 2024 | $0 | $450,000 | $50,000 | $500,000 |
| Shoshone | Recontruct RW 15-33 | A&D | 2028 | $0 | $675,000 | $75,000 | $750,000 |
| Sierraville Dearwater | Widen Runway to 60 feet | A&D | 2021 | $0 | $225,000 | $25,000 | $250,000 |
| Sierraville Dearwater | New Parallel Taxiway-One Half Length | A&D | 2022 | $0 | $297,000 | $33,000 | $330,000 |
| Sierraville Dearwater | Land Acquisition for Aviation Easement | A&D | 2023 | $0 | $162,000 | $18,000 | $180,000 |
| Sierraville Dearwater | ALP/Master Plan | A&D | 2024 | $0 | $16,200 | $1,800 | $18,000 |
| Sierraville Dearwater | Construct Turnaround RW 3 | A&D | 2025 | $0 | $36,000 | $4,000 | $40,000 |
| Sierraville Dearwater | New Parallel Taxiway-One Half Length | A&D | 2026 | $0 | $297,000 | $33,000 | $330,000 |
| Sierraville Dearwater | Runway Reconstruction | A&D | 2027 | $0 | $540,000 | $60,000 | $600,000 |
| Sierraville Dearwater | Reconstruct Apron | A&D | 2028 | $0 | $360,000 | $40,000 | $400,000 |
| Siskiyou County | ALP Update With Narrative Report | AIP | 2021 | $135,000 | $6,750 | $8,250 | $150,000 |
| Siskiyou County | Taxiway Rehabilitation (Design) | A&D | 2022 | $0 | $135,000 | $15,000 | $150,000 |
| Siskiyou County | Taxiway Rehabilitation (Construction) | A&D | 2023 | $0 | $2,700,000 | $300,000 | $3,000,000 |
| Southard Field | Pavement Maintenance & Remarking RWY, TWY & Tiedown | A&D | 2019 | $0 | $90,000 | $10,000 | $100,000 |
| Southard Field | Segmented Circle Repair | A&D | 2021 | $0 | $27,000 | $3,000 | $30,000 |
| Southern California Logistics | ALUCP | A&D | 2019 | $0 | $225,000 | $25,000 | $250,000 |

| Airport Name | Project Name | Project Type | Program Year | FAA Grant Amount | State Grant Amount | Local Matching Amount | Total Project Cost |
|---|---|---|---|---|---|---|---|
| Southern California Logistics | Rehabilitate Runway 17/3 Phase IV | AIP | 2020 | $5,000,000 | $250,000 | $305,556 | $5,555,555 |
| Southern California Logistics | Rehabilitate Runway 17/3 Phase V | AIP | 2021 | $5,999,999 | $300,000 | $366,667 | $6,666,666 |
| Southern California Logistics | Rehabilitate Runway 17/3 Phase VI | AIP | 2023 | $6,337,750 | $316,887 | $387,307 | $7,041,944 |
| Southern California Logistics | Rehabilitate Runway 3/21 Phase 4 | AIP | 2024 | $5,999,999 | $300,000 | $366,667 | $6,666,666 |
| Southern California Logistics | Rehabilitate Runway 3/21 Phase 5 | AIP | 2025 | $5,000,000 | $250,000 | $305,556 | $5,555,555 |
| Southern California Logistics | ALUCP | A&D | 2026 | $0 | $225,000 | $25,000 | $250,000 |
| Southern California Logistics | Design Engineering for Taxiway "C" Reconstruction | AIP | 2027 | $495,000 | $24,750 | $30,250 | $550,000 |
| Southern California Logistics | Taxiway Reconstruction | AIP | 2028 | $8,865,000 | $443,250 | $541,750 | $9,850,000 |
| Spaulding | Pavement Maintenance & Remarking; RWY, TWY & Tiedown | A&D | 2019 | $0 | $90,000 | $10,000 | $100,000 |
| Spaulding | Design & Relocate Beacon & Reconstruct Segmented Circle | A&D | 2021 | $0 | $81,000 | $9,000 | $90,000 |
| Susanville Municipal | ALUCP (Airport Land Use Compatibility Plan) | A&D | 2019 | $0 | $225,000 | $25,000 | $250,000 |
| Susanville Municipal | Design and Construct Pavement Project | AIP | 2019 | $53,062 | $2,653 | $3,243 | $58,958 |
| Susanville Municipal | Construct Apron Reconstruction, Phase II | AIP | 2020 | $855,000 | $42,750 | $52,250 | $950,000 |
| Susanville Municipal | Safety Perimeter Fence | AIP | 2020 | $270,000 | $13,500 | $16,500 | $300,000 |
| Susanville Municipal | Construct Taxiway Rehabilitation | AIP | 2023 | $765,000 | $38,250 | $46,750 | $850,000 |
| Sutter County | Apron Asphalt Maintenance - South | AIP | 2019 | $432,000 | $21,600 | $26,400 | $480,000 |
| Sutter County | Fuel Farm Replacement | AIP | 2020 | $121,500 | $6,075 | $7,425 | $135,000 |
| Sutter County | Additional Hangar Site Preparations | AIP | 2021 | $135,000 | $6,750 | $8,250 | $150,000 |
| Sutter County | Airport Layout Plan Update | AIP | 2021 | $45,000 | $2,250 | $2,750 | $50,000 |
| Taft | Airport Layout Plan/Narrative & AGIS Report | A&D | 2019 | $0 | $211,500 | $23,500 | $235,000 |
| Taft | Renovate Runway Lighting system | A&D | 2021 | $0 | $225,000 | $25,000 | $250,000 |
| Taft | Rehabilitate Taxiway to Aircraft Aprons | A&D | 2022 | $0 | $585,000 | $65,000 | $650,000 |
| Taft | Pavement Management Plan | A&D | 2023 | $0 | $11,700 | $1,300 | $13,000 |
| Taft | Runway Pavement Rehabilitation and Restripe | A&D | 2024 | $0 | $315,000 | $35,000 | $350,000 |
| Taft | Transient Parking Apron Rehabilitation | A&D | 2025 | $0 | $498,600 | $55,400 | $554,000 |
| Tehachapi Municipal | Rehab South Paralel & Connect Taxiways, Safety Grading Design | AIP | 2019 | $189,000 | $9,450 | $11,550 | $210,000 |
| Tehachapi Municipal | No Project | AIP | 2020 | $0 | $0 | $0 | $0 |
| Tehachapi Municipal | Rehabilitate South Parallel and Connect Taxiways Construction | AIP | 2021 | $702,000 | $35,100 | $42,900 | $780,000 |
| Tehachapi Municipal | Rehab South Parallel and Connecting Taxiways Including Safety Grading Infield | AIP | 2022 | $3,600,000 | $180,000 | $220,000 | $4,000,000 |
| Tehachapi Municipal | Rehabilitate Runway 11-29 (Construct & Reimburse Design) | AIP | 2023 | $1,710,000 | $85,500 | $104,500 | $1,900,000 |
| Tehachapi Municipal | Land Acquisition: 040-450-13. (0.3 Acres) | AIP | 2024 | $243,000 | $12,150 | $14,850 | $270,000 |
| Tehachapi Municipal | Fuel Facility Upgrades | AIP | 2025 | $810,000 | $40,500 | $49,500 | $900,000 |
| Tehachapi Municipal | Environmental Assessment (EA): North Side Parallel Taxiway | AIP | 2026 | $270,000 | $13,500 | $16,500 | $300,000 |
| Tehachapi Municipal | No Project | | 2027 | $0 | $0 | $0 | $0 |

| Airport Name | Project Name | Project Type | Program Year | FAA Grant Amount | State Grant Amount | Local Matching Amount | Total Project Cost |
|---|---|---|---|---|---|---|---|
| Tehachapi Municipal | North Side Parallel T/W. Phase 1 Construction and Design | AIP | 2028 | $1,350,000 | $67,500 | $82,500 | $1,500,000 |
| Tracy Municipal | Airport Layout Plan Narrative with Updated ALP Drawings & AGIS | AIP | 2019 | $217,080 | $10,854 | $13,266 | $241,200 |
| Tracy Municipal | Replace PAPI and AWOS Home Run Cable | AIP | 2019 | $75,330 | $3,767 | $4,604 | $83,700 |
| Tracy Municipal | Perimeter Fencing (700 LF) | AIP | 2020 | $45,000 | $2,250 | $2,750 | $50,000 |
| Tracy Municipal | Construct Helicopter Parking Area | AIP | 2021 | $563,400 | $28,170 | $34,430 | $626,000 |
| Tracy Municipal | Medium Intensity Taxiway Edge Lights Taxiways A, B, D, and E | AIP | 2022 | $1,134,900 | $56,745 | $69,355 | $1,261,000 |
| Tracy Municipal | Fuel Island and Fuel Farm Expansion | AIP | 2023 | $832,500 | $41,625 | $50,875 | $925,000 |
| Tracy Municipal | Engineering Design - Taxilanes and Access Road | AIP | 2024 | $212,400 | $10,620 | $12,980 | $236,000 |
| Tracy Municipal | Construct: Tee Hangar Taxilanes | AIP | 2025 | $596,700 | $29,835 | $36,465 | $663,000 |
| Tracy Municipal | Construct:Corporate Hangar Taxilanes and Access Road | AIP | 2026 | $1,101,150 | $55,058 | $67,293 | $1,223,500 |
| Trinity Center-James E. Swett | Master Plan | AIP | 2019 | $270,000 | $13,500 | $16,500 | $300,000 |
| Trinity Center-James E. Swett | Airport Pavement Management Program | AIP | 2020 | $13,500 | $675 | $825 | $15,000 |
| Trinity Center-James E. Swett | Rehabilitate Pavement Aprons and Tiedown Area- Design | AIP | 2020 | $225,000 | $11,250 | $13,750 | $250,000 |
| Trinity Center-James E. Swett | Slurry Seal Runway & Taxiway | A&D | 2020 | $0 | $85,500 | $9,500 | $95,000 |
| Trinity Center-James E. Swett | Rehabilitate Pavement Aprons and Tiedown Area- Construction | AIP | 2021 | $1,080,000 | $54,000 | $66,000 | $1,200,000 |
| Truckee-Tahoe | Construct New Wash Rack | AIP | 2019 | $365,625 | $18,281 | $22,344 | $406,250 |
| Truckee-Tahoe | Medical Services Apron | AIP | 2019 | $382,500 | $19,125 | $23,375 | $425,000 |
| Truckee-Tahoe | Runway 11-29 East Blast Pad - Reconstruct | AIP | 2019 | $152,100 | $7,605 | $9,295 | $169,000 |
| Truckee-Tahoe | Saw & Seal New Joints - Hangar Taxilanes J & K | AIP | 2019 | $83,700 | $4,185 | $5,115 | $93,000 |
| Truckee-Tahoe | Construct New Apron F192,000 sq. ft. | AIP | 2020 | $2,448,900 | $122,445 | $149,655 | $2,721,000 |
| Truckee-Tahoe | Reconstruct Taxiways A, B, C, D | AIP | 2020 | $421,650 | $21,083 | $25,768 | $468,500 |
| Truckee-Tahoe | Reconstruct Taxiways A, B, C, & D | AIP | 2021 | $3,730,950 | $186,548 | $228,003 | $4,145,500 |
| Truckee-Tahoe | Reconstruct Existing RW 2-20 Replace VASI w/New 2box PAPI | AIP | 2021 | $657,000 | $32,850 | $40,150 | $730,000 |
| Truckee-Tahoe | ALP Narrative including Updated ALP Drawings | AIP | 2022 | $121,500 | $6,075 | $7,425 | $135,000 |
| Truckee-Tahoe | Reconstruct Existing RW 2-20, Replace VASI with PAPI | AIP | 2022 | $8,726,400 | $436,320 | $533,280 | $9,696,000 |
| Truckee-Tahoe | Update PMMP | AIP | 2022 | $63,000 | $3,150 | $3,850 | $70,000 |
| Truckee-Tahoe | Reconstruct Apron A2 | AIP | 2023 | $2,475,000 | $123,750 | $151,250 | $2,750,000 |
| Truckee-Tahoe | Crack Repair & Reseal Existing Joints -R/W 11-29 (East) | AIP | 2023 | $416,250 | $20,813 | $25,438 | $462,500 |
| Truckee-Tahoe | Reconstruct Apron A1 | AIP | 2024 | $1,800,000 | $90,000 | $110,000 | $2,000,000 |

| Airport Name | Project Name | Project Type | Program Year | FAA Grant Amount | State Grant Amount | Local Matching Amount | Total Project Cost |
|---|---|---|---|---|---|---|---|
| Truckee-Tahoe | Crack Repair, Seal Cracks, Fog Seal - Hangars J-K | AIP | 2026 | $85,500 | $4,275 | $5,225 | $95,000 |
| Truckee-Tahoe | Reconstruct Runway 11-29 | AIP | 2026 | $1,399,500 | $69,975 | $85,525 | $1,555,000 |
| Truckee-Tahoe | Saw & Seal New Joints & Fog Seal - Apron A1 | AIP | 2026 | $26,370 | $1,319 | $1,612 | $29,300 |
| Truckee-Tahoe | Saw & Seal New Joints & Fog Seal - Hangars A-H | AIP | 2026 | $54,900 | $2,745 | $3,355 | $61,000 |
| Truckee-Tahoe | Saw and Seal New Joints & Fog Seal - R/W 11-29 | AIP | 2026 | $653,400 | $32,670 | $39,930 | $726,000 |
| Truckee-Tahoe | Saw & Seal New Joints - Hangars A-H | AIP | 2027 | $65,700 | $3,285 | $4,015 | $73,000 |
| Tulelake | Environmental - Habitat/Security Fence - Phase | AIP | 2019 | $268,079 | $13,404 | $16,383 | $297,865 |
| Tulelake | Design/Construct:  8-ft. Habitat/Security Fence | AIP | 2020 | $706,500 | $35,325 | $43,175 | $785,000 |
| Tulelake | Design/Construct: New Tee Hangar Site and Taxilanes | AIP | 2020 | $661,500 | $33,075 | $40,425 | $735,000 |
| Tulelake | Design/Construct 10-Unit Hangar Building | AIP | 2020 | $927,000 | $46,350 | $56,650 | $1,030,000 |
| Tulelake | Design New AWOS A-V, Segmented Circle & Lighted Wind Cone | AIP | 2021 | $48,600 | $2,430 | $2,970 | $54,000 |
| Tulelake | Construct:  New AWOS A-V | AIP | 2022 | $294,300 | $14,715 | $17,985 | $327,000 |
| Tulelake | Construct Segmented Circle, and Lighted Wind Cone | AIP | 2022 | $198,900 | $9,945 | $12,155 | $221,000 |
| Tulelake | Design:  Extend Taxiway A to Full Length | AIP | 2023 | $166,500 | $8,325 | $10,175 | $185,000 |
| Tulelake | Construct:  Extend Taxiway A to Full Lgth of Runway 11-29 | AIP | 2024 | $1,676,700 | $83,835 | $102,465 | $1,863,000 |
| Turlock Municpal | Apron A1; Wind Indicator & Segmented Circle Construction | AIP | 2019 | $585,000 | $29,250 | $35,750 | $650,000 |
| Turlock Municpal | Rehab Apron A1; Relocate Wind Indicator & Seg. Circle | AIP | 2019 | $585,000 | $29,250 | $35,750 | $650,000 |
| Turlock Municpal | Rehab Apron A1; Relocate Wind Indicator & Seg. Circle (Des) | AIP | 2019 | $150,000 | $7,500 | $9,167 | $166,667 |
| Turlock Municpal | Widen RW, Grading, RSA & Infrastructure Improvements | AIP | 2019 | $2,415,000 | $120,750 | $147,583 | $2,683,333 |
| Turlock Municpal | Extend Parallel Taxi "A";3 New Runway/Taxiway - Design | AIP | 2020 | $150,000 | $7,500 | $9,167 | $166,667 |
| Turlock Municpal | Extend Parallel Taxiway "A"; Construct 3 New Runway/Taxiway Connectors (Design) | AIP | 2020 | $150,000 | $7,500 | $9,167 | $166,667 |
| Turlock Municpal | Extend Parallel Taxiway "A";3 New RW/TW Connectors | AIP | 2021 | $675,000 | $33,750 | $41,250 | $750,000 |
| Turlock Municpal | Extend Parallel TW "A"; Construct 3 New RY/TW Connectors | AIP | 2021 | $675,000 | $33,750 | $41,250 | $750,000 |
| Turlock Municpal | Update Airport Master Plan | AIP | 2022 | $180,000 | $9,000 | $11,000 | $200,000 |
| Ukiah Municipal | Runway 15-33 Pavement Rehab, Construct Taxiway A2, Demo Taxiway B - Construction | AIP | 2019 | $2,713,901 | $135,695 | $165,849 | $3,015,445 |
| Ukiah Municipal | Reimbursable Agreement for PAPI Design | AIP | 2019 | $35,505 | $1,775 | $2,170 | $39,450 |
| Ukiah Municipal | Replace VASI w/ PAPI, Relocate REILs - Construction | AIP | 2019 | $532,461 | $26,623 | $32,539 | $591,623 |
| Ukiah Municipal | Runway 15-33 Demo Shoulders, Install LED MIRL & Thrshld Lts - Construction | AIP | 2020 | $1,237,883 | $61,894 | $75,648 | $1,375,425 |
| Ukiah Municipal | Pavement Rehab of Taxiway A, A3, A5 - Design | AIP | 2021 | $54,000 | $2,700 | $3,300 | $60,000 |
| Ukiah Municipal | Demo Taxiway D, Construct Taxiway A4 - Design | AIP | 2021 | $51,705 | $2,585 | $3,160 | $57,450 |
| Ukiah Municipal | Pavement Rehab of Taxiway A, A3, A5 - Construction | AIP | 2022 | $565,259 | $28,263 | $34,544 | $628,065 |

| Airport Name | Project Name | Project Type | Program Year | FAA Grant Amount | State Grant Amount | Local Matching Amount | Total Project Cost |
|---|---|---|---|---|---|---|---|
| Ukiah Municipal | Demo Taxiway D, Construct Taxiway A4 - Construction | AIP | 2022 | $506,160 | $25,308 | $30,932 | $562,400 |
| Ukiah Municipal | No Project | AIP | 2023 | $0 | $0 | $0 | $0 |
| Ukiah Municipal | No Project | AIP | 2024 | $0 | $0 | $0 | $0 |
| University | Phase 1 & 2 Design - Runway/Taxiway Pavement and Electrical Rehab | AIP | 2019 | $441,000 | $22,050 | $26,950 | $490,000 |
| University | Rehabilitate Rotation Beacon & Tower (Design / Construction) | AIP | 2019 | $36,000 | $1,800 | $2,200 | $40,000 |
| University | Phase 1 Construction - Runway/Exit Taxiway Rehabilitation | AIP | 2020 | $1,143,000 | $57,150 | $69,850 | $1,270,000 |
| University | Phase 2 Construction - Runway/Taxiway Lighting and Electrical Rehabilitation | AIP | 2020 | $1,404,000 | $70,200 | $85,800 | $1,560,000 |
| University | Phase 3 Design - Taxiway/Terminal/Apron Facilities Rehabilitation | AIP | 2020 | $621,000 | $31,050 | $37,950 | $690,000 |
| University | Phase 3 Construction - Taxiway/Terminal/Apron Facilities Rehabilitation | AIP | 2021 | $3,519,000 | $175,950 | $215,050 | $3,910,000 |
| Van Nuys | Reconstruct Taxiway A & B and Improve Lighting (Phase 3) | AIP | 2019 | $11,137,500 | $556,875 | $680,625 | $12,375,000 |
| Van Nuys | Taxiway A and B Service Road Improvements (Phase 3) | AIP | 2019 | $1,266,300 | $63,315 | $77,385 | $1,407,000 |
| Van Nuys | Rehabilitate Runway 16R-34L (Slurry Seal/Remark) | AIP | 2020 | $543,600 | $27,180 | $33,220 | $604,000 |
| Van Nuys | Reconstruct Runway 16L-34R | AIP | 2021 | $6,886,800 | $344,340 | $420,860 | $7,652,000 |
| Van Nuys | Reconstruct Taxilane B1 | AIP | 2022 | $2,875,500 | $143,775 | $175,725 | $3,195,000 |
| Van Nuys | Rehabilitate Taxiway P | AIP | 2023 | $1,287,900 | $64,395 | $78,705 | $1,431,000 |
| Van Nuys | Reconstruct Taxilane A4 | AIP | 2024 | $6,815,642 | $340,782 | $416,511 | $7,572,935 |
| Van Nuys | Reconstruct Taxiway E | AIP | 2024 | $2,983,503 | $149,175 | $182,325 | $3,315,003 |
| Van Nuys | Reconstruct Taxiway H | AIP | 2024 | $1,492,200 | $74,610 | $91,190 | $1,658,000 |
| Visalia Municipal | Engineering Design - Crack Repair & Seal | AIP | 2019 | $322,200 | $16,110 | $19,690 | $358,000 |
| Visalia Municipal | Update Airfield Guidance Signs | AIP | 2019 | $172,800 | $8,640 | $10,560 | $192,000 |
| Visalia Municipal | Airport Layout Plan Update | AIP | 2020 | $135,000 | $6,750 | $8,250 | $150,000 |
| Visalia Municipal | Crack Repair & Seal - Runway 12/30 | AIP | 2020 | $1,462,500 | $73,125 | $89,375 | $1,625,000 |
| Visalia Municipal | Reconstruct Taxiways A & B and Tiedown Apron | AIP | 2021 | $268,200 | $13,410 | $16,390 | $298,000 |
| Visalia Municipal | Reconstruct Taxiways A & B and Tiedown Apron | AIP | 2022 | $2,371,500 | $118,575 | $144,925 | $2,635,000 |
| Visalia Municipal | Design - Reconstruct Hangar Row H1 & H2 | AIP | 2023 | $144,000 | $7,200 | $8,800 | $160,000 |
| Visalia Municipal | Reconstruct Hangar Rows H1 & H2 | AIP | 2024 | $1,178,100 | $58,905 | $71,995 | $1,309,000 |
| Ward Field | Runway Rehab- Overlay and Restripe Runway & Apron | A&D | 2020 | $0 | $225,000 | $25,000 | $250,000 |
| Ward Field | Perimeter Fencing | A&D | 2021 | $0 | $225,000 | $25,000 | $250,000 |
| Wasco-Kern | No Project | | 2019 | $0 | $0 | $0 | $0 |
| Wasco-Kern | No Project | | 2028 | $0 | $0 | $0 | $0 |

| Airport Name | Project Name | Project Type | Program Year | FAA Grant Amount | State Grant Amount | Local Matching Amount | Total Project Cost |
|---|---|---|---|---|---|---|---|
| Watsonville Municipal | Construct- Seal Cracks, Slurry Seal & Remark RW 9-27 & TW B | AIP | 2019 | $524,790 | $26,240 | $32,071 | $583,100 |
| Watsonville Municipal | Update ALP including Runway Length Determination | AIP | 2019 | $171,000 | $8,550 | $10,450 | $190,000 |
| Watsonville Municipal | EA- Rehab Drainage E G.A. & Hangars/ S. FBO Apron & Hangars | AIP | 2020 | $244,800 | $12,240 | $14,960 | $272,000 |
| Watsonville Municipal | EA - RWY 2 Complex Extension | AIP | 2021 | $326,700 | $16,335 | $19,965 | $363,000 |
| Watsonville Municipal | Eng. Design - Rehab Drainage E. G.A. / S. FBO & Hang | AIP | 2022 | $221,400 | $11,070 | $13,530 | $246,000 |
| Watsonville Municipal | Rehab Drainage - E. G.A. Apron & Hangars-Construction | AIP | 2022 | $1,365,300 | $68,265 | $83,435 | $1,517,000 |
| Watsonville Municipal | Eng. Design RWY 2 Complex Extension/ Reconstruct RWY 2-20 | AIP | 2023 | $737,100 | $36,855 | $45,045 | $819,000 |
| Watsonville Municipal | Rehab Drainage - So. FBO Apron & Hangars - Construction | AIP | 2023 | $749,700 | $37,485 | $45,815 | $833,000 |
| Watsonville Municipal | Construction: RWY 2 Complex Extension, Reconstruct RWY 2-20 | AIP | 2024 | $7,550,820 | $377,541 | $461,439 | $8,389,800 |
| Weed | Taxiway/Apron Rehab Reconstruction (Construction) | A&D | 2019 | $0 | $969,543 | $107,727 | $1,077,270 |
| Weed | ALP Update with Narrative Report | AIP | 2021 | $135,000 | $6,750 | $8,250 | $150,000 |
| Weed | Electrical Upgrade | A&D | 2022 | $0 | $315,000 | $35,000 | $350,000 |
| Westover Field-Amador County | Perimeter Fencing Design | AIP | 2020 | $157,500 | $7,875 | $9,625 | $175,000 |
| Westover Field-Amador County | Perimeter Fencing Construction | AIP | 2021 | $1,440,000 | $72,000 | $88,000 | $1,600,000 |
| Westover Field-Amador County | Airfield Drainage Study | AIP | 2022 | $112,500 | $5,625 | $6,875 | $125,000 |
| Westover Field-Amador County | EA for Drainage Improvements | AIP | 2023 | $225,000 | $11,250 | $13,750 | $250,000 |
| Westover Field-Amador County | Runway and Taxiway Pavement Rehabilitation (Design) | AIP | 2024 | $99,000 | $4,950 | $6,050 | $110,000 |
| Westover Field-Amador County | Runway and Taxiway Pavement Rehabilitation (Construction) | AIP | 2025 | $607,500 | $30,375 | $37,125 | $675,000 |
| Westover Field-Amador County | Airport Drainage & Retention Pond (Construction) | AIP | 2026 | $540,000 | $27,000 | $33,000 | $600,000 |
| Westover Field-Amador County | Construction Public Restrooms (Design) | A&D | 2026 | $0 | $9,000 | $1,000 | $10,000 |
| Westover Field-Amador County | East/West and North/South Taxiways, Access Road & Security Lights | AIP | 2026 | $72,000 | $3,600 | $4,400 | $80,000 |
| Westover Field-Amador County | Expand Apron and Security Lighting (Construction) | AIP | 2026 | $157,500 | $7,875 | $9,625 | $175,000 |
| Westover Field-Amador County | Hangar One Reconstruction (Bid/Award & Construction) | A&D | 2026 | $0 | $450,000 | $50,000 | $500,000 |

| Airport Name | Project Name | Project Type | Program Year | FAA Grant Amount | State Grant Amount | Local Matching Amount | Total Project Cost |
|---|---|---|---|---|---|---|---|
| Westover Field-Amador County | Upgrade MIRL/MITL with LED Lighting | AIP | 2026 | $45,000 | $2,250 | $2,750 | $50,000 |
| Westover Field-Amador County | Construct Public Restrooms (Construction) | A&D | 2027 | $0 | $54,000 | $6,000 | $60,000 |
| Westover Field-Amador County | Land Acquisition | AIP | 2028 | $900,000 | $45,000 | $55,000 | $1,000,000 |
| Westover Field-Amador County | Reconstruct Terminal Building (Design) | A&D | 2028 | $0 | $67,500 | $7,500 | $75,000 |
| Whiteman | Airport Land Use Compatibility Plan (ALUCP) | A&D | 2020 | $0 | $270,000 | $30,000 | $300,000 |
| Whiteman | Exit Taxiways | AIP | 2020 | $687,600 | $34,380 | $42,020 | $764,000 |
| Whiteman | Pavement Repairs & Maintenance - Crack Sealing/Patching | A&D | 2020 | $0 | $45,000 | $5,000 | $50,000 |
| Whiteman | Construct Non-Airworthy Aircraft Parking Area | AIP | 2021 | $501,840 | $25,092 | $30,668 | $557,600 |
| Whiteman | Enhance Blast Protection & Stripe Vehicle Zipper Lane | AIP | 2021 | $270,000 | $13,500 | $16,500 | $300,000 |
| Whiteman | Acquire 10.8 Acres in Avigation Easements | AIP | 2022 | $364,500 | $18,225 | $22,275 | $405,000 |
| Whiteman | Relocate Runway Thresholds and Approach Markings | AIP | 2022 | $610,875 | $30,544 | $37,331 | $678,750 |
| Whiteman | Reconfigure Entrance Road & Construct Runway 30 Hold Apron | AIP | 2023 | $2,250,000 | $112,500 | $137,500 | $2,500,000 |
| Whiteman | Survey Underground Utilities - Develop Utility Map | AIP | 2023 | $432,000 | $21,600 | $26,400 | $480,000 |
| Willits Municipal | AWOS 2 Installation - Construction | AIP | 2019 | $274,500 | $13,725 | $16,775 | $305,000 |
| Willits Municipal | Runway 16-34 Rehabilitation and Threshold Relocation - Const | AIP | 2020 | $900,000 | $45,000 | $55,000 | $1,000,000 |
| Willits Municipal | North Apron Area Reconstruction - Design | AIP | 2021 | $54,000 | $2,700 | $3,300 | $60,000 |
| Willits Municipal | South Apron Area Seal Coat - Design | AIP | 2021 | $54,000 | $2,700 | $3,300 | $60,000 |
| Willits Municipal | Environmental Assessment for Removal of Tree Obstructions | AIP | 2022 | $180,000 | $9,000 | $11,000 | $200,000 |
| Willits Municipal | North Apron Area Reconstruction - Construction | AIP | 2022 | $387,000 | $19,350 | $23,650 | $430,000 |
| Willits Municipal | South Apron Area Seal Coat - Construction | AIP | 2022 | $72,000 | $3,600 | $4,400 | $80,000 |
| Willits Municipal | Removal of Tree Obstructions | AIP | 2023 | $67,500 | $3,375 | $4,125 | $75,000 |
| Willits Municipal | Segmented Circle Rehabilitation - Design | AIP | 2023 | $40,500 | $2,025 | $2,475 | $45,000 |
| Willits Municipal | Segmented Circle Rehabilitation - Construction | AIP | 2024 | $99,000 | $4,950 | $6,050 | $110,000 |
| Willits Municipal | Removal of Tree Obstructions | AIP | 2025 | $67,500 | $3,375 | $4,125 | $75,000 |
| Willits Municipal | Removal of Tree Obstructions | AIP | 2026 | $67,500 | $3,375 | $4,125 | $75,000 |
| Willits Municipal | Removal of Tree Obstructions | AIP | 2027 | $67,500 | $3,375 | $4,125 | $75,000 |
| Willits Municipal | Removal of Tree Obstructions | AIP | 2028 | $67,500 | $3,375 | $4,125 | $75,000 |
| Willows-Glenn County | Apron Rehabilitation, Design Phase | AIP | 2019 | $180,000 | $9,000 | $11,000 | $200,000 |
| Willows-Glenn County | Update ALP and Narrative Report | AIP | 2019 | $135,000 | $6,750 | $8,250 | $150,000 |
| Willows-Glenn County | Apron Rehabilitation Project, Construction Phase | AIP | 2020 | $405,000 | $20,250 | $24,750 | $450,000 |
| Woodlake | Runway Reconstruction | AIP | 2020 | $1,250,660 | $62,533 | $76,429 | $1,389,622 |

| Airport Name | Project Name | Project Type | Program Year | FAA Grant Amount | State Grant Amount | Local Matching Amount | Total Project Cost |
|---|---|---|---|---|---|---|---|
| Woodlake | Parallel Taxiway Reconstruction | AIP | 2021 | $478,224 | $23,911 | $29,225 | $531,360 |
| Woodlake | Apron Reconstruction | AIP | 2022 | $1,627,313 | $81,366 | $99,447 | $1,808,125 |
| Woodlake | Airport Lighting wity Signs, Reflectors, Wind Cone | AIP | 2023 | $450,000 | $22,500 | $27,500 | $500,000 |
| Woodlake | Perimeter Fencing | AIP | 2024 | $183,600 | $9,180 | $11,220 | $204,000 |
| Woodlake | T-Hangars (6 Units) | AIP | 2025 | $168,300 | $8,415 | $10,285 | $187,000 |
| Woodlake | T-Hangars (8 Units) | AIP | 2026 | $225,000 | $11,250 | $13,750 | $250,000 |
| Yolo County-Davis Woodland Winters | Airport Drainage Basin #1 (Construction) | AIP | 2019 | $1,012,500 | $50,625 | $61,875 | $1,125,000 |
| Yolo County-Davis Woodland Winters | Run-Up Apron - Phase 1 Runway 16 & Phase 2 Runway 3 (Construction) | AIP | 2020 | $941,850 | $47,093 | $57,558 | $1,046,500 |
| Yolo County-Davis Woodland Winters | Runway 16-34 Rehabilitation (Design) | AIP | 2021 | $139,500 | $6,975 | $8,525 | $155,000 |
| Yolo County-Davis Woodland Winters | Runway 16-34 Rehabilitation (Construction) | AIP | 2022 | $1,228,500 | $61,425 | $75,075 | $1,365,000 |
| Yolo County-Davis Woodland Winters | Taxiway A & B Rehabilitation & Taxiway Safety Area Grading (Design) | AIP | 2022 | $124,200 | $6,210 | $7,590 | $138,000 |
| Yolo County-Davis Woodland Winters | Taxiway A & B Rehabilitation & Taxiway Safety Area Grading (Construction) | AIP | 2023 | $900,000 | $45,000 | $55,000 | $1,000,000 |
| Yolo County-Davis Woodland Winters | No Project | AIP | 2024 | $0 | $0 | $0 | $0 |
| Yuba County | Runway 5-23 Rehabilitation - Design | AIP | 2019 | $72,000 | $3,600 | $4,400 | $80,000 |
| Yuba County | Runway 5-23 Rehabilitation - Construction | AIP | 2020 | $333,000 | $16,650 | $20,350 | $370,000 |
| Yuba County | New Hangar Area Taxiway and Taxiway A/A4 Design | AIP | 2021 | $180,000 | $9,000 | $11,000 | $200,000 |
| Yuba County | Demolition of Existing Taxiway A4 Construction | AIP | 2022 | $72,000 | $3,600 | $4,400 | $80,000 |
| Yuba County | New Hangar Area Taxiway and Taxiway A/A4 Construction | AIP | 2022 | $990,000 | $49,500 | $60,500 | $1,100,000 |
| Yuba County | Taxiways A & B Rehabilitation - Design | AIP | 2022 | $63,000 | $3,150 | $3,850 | $70,000 |
| Yuba County | Taxiways A & B Rehabilitatin - Construction | AIP | 2023 | $189,000 | $9,450 | $11,550 | $210,000 |
| Yuba County | Design to Update and Replace Existing Electrical for Airport | AIP | 2024 | $108,900 | $5,445 | $6,655 | $121,000 |
| Yuba County | Rehabilitation to Update and Replace Existing Electrical | AIP | 2025 | $198,000 | $9,900 | $12,100 | $220,000 |
| Yuba County | Environmental & Permits for Drainage Improvements | AIP | 2026 | $117,000 | $5,850 | $7,150 | $130,000 |
| Yuba County | Design Drainage Improvements | AIP | 2027 | $225,000 | $11,250 | $13,750 | $250,000 |
| Yuba County | Construct Drainage Improvements | AIP | 2028 | $2,520,000 | $126,000 | $154,000 | $2,800,000 |
| Zamperini Field | No Publicly Funded Projects | | 2019 | $0 | $0 | $0 | $0 |
| Zamperini Field | No Publicly Funded Projects | | 2028 | $0 | $0 | $0 | $0 |
| | | | **Total** | **$2,957,040,795** | **$90,247,070** | **$3,716,856,021** | **$6,764,143,885** |

# Memorandum

**To**: CHAIR AND COMMISSIONERS **CTC Meeting**: June 26-27, 2019

**From**: SUSAN BRANSEN, Executive Director

**Reference Number**: 4.29, Action

**Prepared By**: Alicia Sequeira Smith
Assistant Deputy Director

**Published Date**: June 14, 2019

Subject: **Adoption of the Fiscal Year 2019-20 Road Maintenance and Rehabilitation Account Local Streets and Roads Funding Initial Report of Eligible Cities and Counties, Resolution G-19-24**

## Issue:

Should the California Transportation Commission (Commission) adopt the initial report of cities and counties that are eligible to receive Fiscal Year 2019-20 Road Maintenance and Rehabilitation Account Local Streets and Roads Funding?

## Recommendation:

Commission staff recommends that the Commission adopt the Fiscal Year 2019-20 Road Maintenance and Rehabilitation Account Local Streets and Roads Funding Initial Report of Eligible Cities and Counties as provided in Attachment B, and direct staff to transmit the list of eligible jurisdictions to the State Controller.

## Background:

On April 28, 2017, the Governor signed Senate Bill (SB) 1 (Beall, Chapter 5, Statutes of 2017). A percentage of the new Road Maintenance and Rehabilitation Account funding created by SB 1 is apportioned by formula to eligible cities and counties pursuant to Streets and Highways Code Section 2032(h) for basic road maintenance, rehabilitation, and critical safety projects on the local streets and roads system.

### Statutory Requirements and Reporting Guidelines

Pursuant to Streets and Highways Code Section 2034, Commission staff worked with cities and counties to assist all jurisdictions with meeting the eligibility requirements for funding. Commission staff conducted four two-hour Technical Training Webinars held March 26-27, 2019. The webinars unveiled the improvements made to the California State Multi-Modal Application Reporting Tool (CalSMART), assisted cities and

counties with the Fiscal Year 2019-20 project list submittal requirements, and provided guidance regarding the development of the project lists to be adopted.

The program experienced its highest level of city and county representation at the March trainings, with roughly 400 cities and counties represented by over 500 individual participants. Slides from the technical training are posted on the Commission's Local Streets and Roads Funding Program webpage at: http://catc.ca.gov/programs/sb1/lsrp/.

For jurisdictions to be included in the initial eligibility report presented to the Commission for consideration, a list of projects adopted by resolution must be submitted to the Commission via CalSMART by May 1, each year.

Per the 2019 Local Streets and Roads Funding Program Guidelines, cities and counties must re-list any previously adopted project that will utilize the Fiscal Year 2019-20 apportionment. Project re-listing may occur when:

- A jurisdiction intends to reserve fiscal year apportionments to establish sufficient project funding, and no new projects are proposed; or
- A jurisdiction elected to advance a project by leveraging future apportionments, as permitted by Streets and Highways Code Section 2034(c).

Fiscal Year 2019-20 – List of Projects and Jurisdiction Eligibility Report

By May 1, 2019, 527 out of 539 jurisdictions submitted the required resolution and project list detail to the Commission via CalSMART. The 527 jurisdictions (469 cities and 58 counties) deemed eligible for funding are identified in the Fiscal Year 2019-20 Initial Report of Eligible Cities and Counties (Attachment B).

For a period of 90 days, the State Controller will retain apportionment amounts for the 12 cities that are pending subsequent eligibility. Complete submittals received after the initial deadline but on or before August 1, 2019, will be brought forward for adoption at the August 2019 Commission meeting. Subsequent submittals received after August 1, 2019, are not eligible for Fiscal Year 2019-20 funding and the State Controller will recalculate and disburse the forfeited funds amongst those jurisdictions that met eligibility.

Commission staff have confirmed that all remaining cities will seek subsequent funding eligibility in August. Commission staff will continue to work with the 12 cities to ensure timely and complete submittals for subsequent eligibility (Attachment B).

Accountability and Transparency

As stated in its guidelines, it is the intent of the Commission to provide to the public a transparent and complete account of expended funds, intended outcomes, and continued priorities as a result of this program. Commission staff works continuously with the California Department of Transportation to improve the functionality and

overall user access to the CalSMART system used to meet the submittal and reporting needs of the program.

Fiscal Year 2018-19 Expenditure reports will be submitted in CalSMART by October 1, 2019, per the Commission's adopted annual schedule. In the first year of the program, 100 percent of the jurisdictions that received funds submitted a Fiscal Year 2017-18 Expenditure Report. Information was compiled for a program update that was included in the Commission's 2018 Annual Report to the Legislature. Additionally, the Commission used the information gathered to create a Fiscal Year 2017-18 Program Summary that was posted to the program's webpage.

Technical training to assist jurisdictions with the Fiscal Year 2018-19 Expenditure Report requirements and CalSMART navigation is anticipated for mid-August 2019. The information gathered from project expenditure reports will be included in the Commission's 2019 Annual Report to the Legislature.

Attachments:

- Attachment A: Resolution G-19-24
- Attachment B: Initial Report of Cities and Counties Eligible to Receive Fiscal Year 2019-20 Road Maintenance and Rehabilitation Account Local Streets and Roads Program Funding

Reference No.: 4.29
June 26-27, 2019
Attachment A

**CALIFORNIA TRANSPORTATION COMMISSION**
**Adoption of The Fiscal Year 2019-20 Road Maintenance and Rehabilitation Account Local Streets and Roads Funding Initial Report of Eligible Cities and Counties**

**RESOLUTION G-19-24**

1.1 **WHEREAS**, on April 28, 2017, the Governor signed Senate Bill (SB) 1 (Beall, Chapter 5, Statutes of 2017), known as the Road Repair and Accountability Act of 2017 to address basic road maintenance, rehabilitation, and critical safety needs on both the state highway and local streets and road system; and

1.2 **WHEREAS**, beginning November 1, 2017, portions of new funding from increases to certain fuel excise and sales taxes and vehicle registration fees were deposited into the Road Maintenance and Rehabilitation Account, and a percentage of this new funding is apportioned monthly by formula by the State Controller pursuant to paragraph (2) of subdivision (h) of Section 2032 of the Streets and Highways Code to eligible cities and counties for basic road maintenance, rehabilitation, and critical safety projects on local streets and roads; and

1.3 **WHEREAS**, Streets and Highways Code Section 2034(a)(1) requires that prior to receiving an apportionment of Road Maintenance and Rehabilitation Account funds pursuant to paragraph (2) of subdivision (h) of Section 2032 from the Controller in a fiscal year, an eligible city or county shall submit to the California Transportation Commission (Commission) a list of projects proposed to be funded with these funds pursuant to an adopted resolution; and

1.4 **WHEREAS**, Streets and Highways Code Section 2034(a)(2) requires that the Commission report to the Controller the cities and counties that have submitted a list of projects as described in this subdivision and that are therefore eligible to receive an apportionment of funds under the program for the applicable fiscal year. The Controller, upon receipt of the report, shall apportion funds to eligible cities and counties; and

1.5 **WHEREAS**, Streets and Highways Code Section 2034(a)(1) specifies that the project list shall not limit the flexibility of an eligible city or county to fund projects in accordance with local needs and priorities, so long as the projects are consistent with Streets and Highways Code Section 2030(b); and

1.6 **WHEREAS,** the Commission, in consultation with cities, counties, and their representatives as well as the State Controller's Office and other stakeholders, developed the 2019 Local Streets and Roads Funding Program Annual Reporting Guidelines adopted by the Commission on August 15, 2018, revising the detail and process for the project list submittal and project expenditure reporting; and

1.7 **WHEREAS,** Commission staff worked with city and county representatives to identify enhancements needed for the online California State Multi-Modal Application and Reporting Tool to improve the submittal and reporting experiences of the cities and counties while ensuring data integrity; and

1.8 **WHEREAS,** Commission staff collected the Fiscal Year 2019-20 project list resolution submittals from cities and counties as required by Streets and Highways Code Section 2034(a)(1); and

1.9 **WHEREAS,** While Commission staff (per Streets and Highways Code Section 2034(a)(1)) reviewed submittals for completeness, Commission staff did not select or authorize the projects listed; and

1.10 **WHEREAS,** Commission staff compiled a list of cities and counties that provided complete project list resolution submittals and are therefore eligible to receive Fiscal Year 2019-20 formula apportionments of Road Maintenance and Rehabilitation Account Local Streets and Roads Funding, as reflected in the attached Initial Report of Eligible Cities and Counties; and

1.11 **WHEREAS**, that attachment is intended to serve as the initial report of eligible cities and counties as required by Streets and Highways Code Section 2034(a)(2), for transmittal to the State Controller.

2.1 **NOW, THEREFORE, BE IT RESOLVED** that the Commission adopts the attached Fiscal Year 2019-20 Road Maintenance and Rehabilitation Account Local Streets and Roads Funding Initial Report of Eligible Cities and Counties; and

2.2 **BE IT FURTHER RESOLVED**, that Commission staff is authorized to make minor technical changes as needed to the report; and

2.3 **BE IT FURTHER RESOLVED**, that the Commission directs staff to transmit the report to the State Controller as required by Streets and Highways Code Section 2034(a)(2).

# CALIFORNIA TRANSPORTATION COMMISSION
# FISCAL YEAR 2019-20
# ROAD MAINTENANCE AND REHABILITATION ACCOUNT
# LOCAL STREETS AND ROADS FUNDING PROGRAM
# ADOPTED INITIAL REPORT OF ELIGIBLE CITIES AND COUNTIES

Pursuant to Streets and Highways Code Section 2034, the cities and counties listed below have been deemed eligible for Fiscal Year 2019-20 funding.

A list of projects submitted by the eligible cities and counties, is available on the Commission's website at: www.catc.ca.gov/programs/sb1/lsrp/. The published list of projects is subject to change with the addition of complete project list submittals received by the Commission no later than August 1, 2019 and determined eligible by the Commission at the August 2019 Commission meeting.

ELIGIBLE CITIES

| City | County | Projects |
|---|---|---|
| Alameda | Alameda | 1 |
| Albany | Alameda | 1 |
| Berkeley | Alameda | 4 |
| Dublin | Alameda | 6 |
| Emeryville | Alameda | 2 |
| Fremont | Alameda | 1 |
| Hayward | Alameda | 1 |
| Livermore | Alameda | 2 |
| Newark | Alameda | 1 |
| Oakland | Alameda | 1 |
| Piedmont | Alameda | 1 |
| Pleasanton | Alameda | 1 |
| San Leandro | Alameda | 10 |
| Union City | Alameda | 5 |
| Ione | Amador | 1 |
| Jackson | Amador | 1 |
| Sutter Creek | Amador | 1 |
| Biggs | Butte | 8 |
| Chico | Butte | 1 |
| Gridley | Butte | 6 |
| Oroville | Butte | 6 |
| Paradise | Butte | 2 |
| Angels Camp | Calaveras | 1 |
| Colusa | Colusa | 4 |
| Williams | Colusa | 6 |

| City | County | Projects |
|---|---|---|
| Antioch | Contra Costa | 4 |
| Brentwood | Contra Costa | 1 |
| Clayton | Contra Costa | 4 |
| Concord | Contra Costa | 1 |
| Danville | Contra Costa | 10 |
| El Cerrito | Contra Costa | 1 |
| Hercules | Contra Costa | 4 |
| Lafayette | Contra Costa | 2 |
| Martinez | Contra Costa | 1 |
| Moraga | Contra Costa | 1 |
| Oakley | Contra Costa | 1 |
| Orinda | Contra Costa | 1 |
| Pinole | Contra Costa | 2 |
| Pittsburg | Contra Costa | 3 |
| Pleasant Hill | Contra Costa | 1 |
| Richmond | Contra Costa | 2 |
| San Pablo | Contra Costa | 1 |
| San Ramon | Contra Costa | 1 |
| Walnut Creek | Contra Costa | 2 |
| Crescent City | Del Norte | 4 |
| Placerville | El Dorado | 1 |
| South Lake Tahoe | El Dorado | 1 |
| Clovis | Fresno | 6 |
| Coalinga | Fresno | 1 |

| City | County | Projects |
|---|---|---|
| Firebaugh | Fresno | 3 |
| Fowler | Fresno | 1 |
| Fresno | Fresno | 25 |
| Huron | Fresno | 4 |
| Kerman | Fresno | 2 |
| Kingsburg | Fresno | 1 |
| Mendota | Fresno | 8 |
| Orange Cove | Fresno | 7 |
| Parlier | Fresno | 1 |
| Reedley | Fresno | 1 |
| San Joaquin | Fresno | 2 |
| Sanger | Fresno | 2 |
| Selma | Fresno | 3 |
| Orland | Glenn | 2 |
| Willows | Glenn | 3 |
| Arcata | Humboldt | 3 |
| Blue Lake | Humboldt | 2 |
| Eureka | Humboldt | 1 |
| Ferndale | Humboldt | 3 |
| Fortuna | Humboldt | 3 |
| Rio Dell | Humboldt | 1 |
| Trinidad | Humboldt | 1 |
| Brawley | Imperial | 1 |
| Caliexico | Imperial | 3 |
| Calipatria | Imperial | 1 |
| Holtville | Imperial | 1 |
| El Centro | Imperial | 1 |
| Imperial | Imperial | 1 |
| Westmorland | Imperial | 1 |
| Bishop | Inyo | 9 |
| Arvin | Kern | 7 |
| Bakersfield | Kern | 2 |
| California City | Kern | 5 |
| Delano | Kern | 1 |
| Maricopa | Kern | 1 |
| McFarland | Kern | 4 |
| Ridgecrest | Kern | 3 |
| Shafter | Kern | 1 |
| Taft | Kern | 1 |
| Tehachapi | Kern | 3 |
| Wasco | Kern | 1 |
| Avenal | Kings | 4 |
| Corcoran | Kings | 1 |
| Hanford | Kings | 1 |
| Lemoore | Kings | 3 |
| Clearlake | Lake | 7 |
| Lakeport | Lake | 2 |
| Susanville | Lassen | 1 |
| Agoura Hills | Los Angeles | 1 |
| Alhambra | Los Angeles | 1 |
| Arcadia | Los Angeles | 1 |
| Artesia | Los Angeles | 3 |
| Avalon | Los Angeles | 1 |
| Azusa | Los Angeles | 2 |
| Baldwin Park | Los Angeles | 2 |
| Bell | Los Angeles | 1 |
| Bell Gardens | Los Angeles | 2 |
| Bellflower | Los Angeles | 3 |
| Beverly Hills | Los Angeles | 1 |
| Bradbury | Los Angeles | 1 |
| Burbank | Los Angeles | 1 |
| Calabasas | Los Angeles | 3 |
| Carson | Los Angeles | 1 |
| Cerritos | Los Angeles | 1 |
| Claremont | Los Angeles | 2 |
| Commerce | Los Angeles | 2 |
| Compton | Los Angeles | 4 |
| Covina | Los Angeles | 1 |
| Cudahy | Los Angeles | 1 |
| Culver City | Los Angeles | 1 |
| Diamond Bar | Los Angeles | 3 |
| Downey | Los Angeles | 1 |
| Duarte | Los Angeles | 1 |
| El Monte | Los Angeles | 1 |
| El Segundo | Los Angeles | 2 |
| Gardena | Los Angeles | 2 |
| Glendale | Los Angeles | 2 |
| Glendora | Los Angeles | 3 |
| Hawaiian Gardens | Los Angeles | 1 |
| Hawthorne | Los Angeles | 4 |
| Hermosa Beach | Los Angeles | 3 |
| Hidden Hills | Los Angeles | 2 |

| City | County | Projects |
|---|---|---|
| Huntington Park | Los Angeles | 2 |
| Industry | Los Angeles | 1 |
| Inglewood | Los Angeles | 3 |
| Irwindale | Los Angeles | 2 |
| La Canada Flintridge | Los Angeles | 1 |
| La Mirada | Los Angeles | 1 |
| La Puente | Los Angeles | 1 |
| La Verne | Los Angeles | 1 |
| Lakewood | Los Angeles | 7 |
| Lancaster | Los Angeles | 2 |
| Lawndale | Los Angeles | 1 |
| Lomita | Los Angeles | 3 |
| Long Beach | Los Angeles | 2 |
| Los Angeles | Los Angeles | 49 |
| Lynwood | Los Angeles | 3 |
| Malibu | Los Angeles | 1 |
| Manhattan Beach | Los Angeles | 1 |
| Maywood | Los Angeles | 1 |
| Monrovia | Los Angeles | 4 |
| Montebello | Los Angeles | 1 |
| Monterey Park | Los Angeles | 1 |
| Norwalk | Los Angeles | 1 |
| Palmdale | Los Angeles | 7 |
| Palos Verdes Estates | Los Angeles | 2 |
| Paramount | Los Angeles | 1 |
| Pasadena | Los Angeles | 1 |
| Pico Rivera | Los Angeles | 2 |
| Pomona | Los Angeles | 5 |
| Rancho Palos Verdes | Los Angeles | 2 |
| Redondo Beach | Los Angeles | 3 |
| Rolling Hills Estates | Los Angeles | 1 |
| Rosemead | Los Angeles | 2 |
| San Dimas | Los Angeles | 6 |
| San Fernando | Los Angeles | 1 |
| San Gabriel | Los Angeles | 1 |
| San Marino | Los Angeles | 2 |
| Santa Clarita | Los Angeles | 2 |
| Santa Fe Springs | Los Angeles | 1 |
| Sierra Madre | Los Angeles | 1 |
| Signal Hill | Los Angeles | 2 |
| South Gate | Los Angeles | 1 |
| Temple City | Los Angeles | 3 |
| Torrance | Los Angeles | 1 |
| Vernon | Los Angeles | 1 |
| Walnut | Los Angeles | 1 |
| West Hollywood | Los Angeles | 1 |
| Westlake Village | Los Angeles | 1 |
| Whittier | Los Angeles | 2 |
| Chowchilla | Madera | 1 |
| Madera | Madera | 1 |
| Belvedere | Marin | 2 |
| Corte Madera | Marin | 3 |
| Fairfax | Marin | 4 |
| Larkspur | Marin | 1 |
| Mill Valley | Marin | 1 |
| Novato | Marin | 20 |
| Ross | Marin | 2 |
| San Anselmo | Marin | 5 |
| San Rafael | Marin | 2 |
| Sausalito | Marin | 2 |
| Tiburon | Marin | 2 |
| Fort Bragg | Mendocino | 4 |
| Point Arena | Mendocino | 1 |
| Ukiah | Mendocino | 1 |
| Willits | Mendocino | 4 |
| Atwater | Merced | 4 |
| Dos Palos | Merced | 1 |
| Gustine | Merced | 8 |
| Livingston | Merced | 3 |
| Los Banos | Merced | 4 |
| Merced | Merced | 12 |
| Alturas | Modoc | 1 |
| Mammoth Lakes | Mono | 1 |
| Carmel-by-the-Sea | Monterey | 1 |

| City | County | Projects |
|---|---|---|
| Del Rey Oaks | Monterey | 1 |
| Gonzales | Monterey | 1 |
| Greenfield | Monterey | 2 |
| King City | Monterey | 1 |
| Marina | Monterey | 2 |
| Monterey | Monterey | 1 |
| Pacific Grove | Monterey | 1 |
| Salinas | Monterey | 4 |
| Sand City | Monterey | 1 |
| Seaside | Monterey | 1 |
| Soledad | Monterey | 1 |
| American Canyon | Napa | 1 |
| Calistoga | Napa | 4 |
| Napa | Napa | 3 |
| St. Helena | Napa | 1 |
| Yountville | Napa | 2 |
| Grass Valley | Nevada | 1 |
| Nevada City | Nevada | 2 |
| Truckee | Nevada | 2 |
| Aliso Viejo | Orange | 3 |
| Anaheim | Orange | 11 |
| Brea | Orange | 1 |
| Buena Park | Orange | 2 |
| Costa Mesa | Orange | 1 |
| Cypress | Orange | 1 |
| Dana Point | Orange | 1 |
| Fountain Valley | Orange | 1 |
| Fullerton | Orange | 1 |
| Garden Grove | Orange | 1 |
| Huntington Beach | Orange | 1 |
| Irvine | Orange | 2 |
| La Habra | Orange | 2 |
| La Palma | Orange | 4 |
| Laguna Beach | Orange | 3 |
| Laguna Hills | Orange | 1 |
| Laguna Niguel | Orange | 4 |
| Laguna Woods | Orange | 1 |
| Lake Forest | Orange | 5 |
| Los Alamitos | Orange | 2 |
| Mission Viejo | Orange | 2 |
| Newport Beach | Orange | 3 |

| City | County | Projects |
|---|---|---|
| Orange | Orange | 1 |
| Placentia | Orange | 3 |
| Rancho Santa Margarita | Orange | 3 |
| San Clemente | Orange | 1 |
| San Juan Capistrano | Orange | 1 |
| Santa Ana | Orange | 4 |
| Seal Beach | Orange | 1 |
| Stanton | Orange | 2 |
| Tustin | Orange | 7 |
| Villa Park | Orange | 1 |
| Westminster | Orange | 1 |
| Yorba Linda | Orange | 1 |
| Auburn | Placer | 2 |
| Colfax | Placer | 6 |
| Lincoln | Placer | 9 |
| Loomis | Placer | 2 |
| Rocklin | Placer | 3 |
| Roseville | Placer | 1 |
| Portola | Plumas | 1 |
| Banning | Riverside | 5 |
| Beaumont | Riverside | 3 |
| Blythe | Riverside | 1 |
| Calimesa | Riverside | 1 |
| Cathedral City | Riverside | 2 |
| Coachella | Riverside | 5 |
| Corona | Riverside | 1 |
| Desert Hot Springs | Riverside | 2 |
| Eastvale | Riverside | 1 |
| Hemet | Riverside | 1 |
| Indian Wells | Riverside | 4 |
| Indio | Riverside | 3 |
| Jurupa Valley | Riverside | 2 |
| La Quinta | Riverside | 2 |
| Lake Elsinore | Riverside | 1 |
| Menifee | Riverside | 2 |
| Moreno Valley | Riverside | 2 |
| Murrieta | Riverside | 1 |
| Norco | Riverside | 4 |
| Palm Desert | Riverside | 1 |
| Palm Springs | Riverside | 1 |

| City | County | Projects |
|---|---|---|
| Perris | Riverside | 2 |
| Rancho Mirage | Riverside | 1 |
| San Jacinto | Riverside | 3 |
| Temecula | Riverside | 3 |
| Wildomar | Riverside | 2 |
| Citrus Heights | Sacramento | 1 |
| Elk Grove | Sacramento | 3 |
| Folsom | Sacramento | 3 |
| Galt | Sacramento | 1 |
| Isleton | Sacramento | 3 |
| Rancho Cordova | Sacramento | 2 |
| Sacramento | Sacramento | 11 |
| Hollister | San Benito | 1 |
| San Juan Bautista | San Benito | 1 |
| Adelanto | San Bernardino | 5 |
| Apple Valley | San Bernardino | 3 |
| Barstow | San Bernardino | 2 |
| Big Bear Lake | San Bernardino | 1 |
| Chino | San Bernardino | 4 |
| Chino Hills | San Bernardino | 2 |
| Colton | San Bernardino | 6 |
| Fontana | San Bernardino | 1 |
| Grand Terrace | San Bernardino | 2 |
| Hesperia | San Bernardino | 3 |
| Highland | San Bernardino | 7 |
| Needles | San Bernardino | 4 |
| Ontario | San Bernardino | 6 |
| Rancho Cucamonga | San Bernardino | 2 |
| Redlands | San Bernardino | 1 |
| Rialto | San Bernardino | 2 |
| San Bernardino | San Bernardino | 1 |
| Twentynine Palms | San Bernardino | 1 |
| Upland | San Bernardino | 5 |
| Victorville | San Bernardino | 4 |
| Yucaipa | San Bernardino | 3 |
| Yucca Valley | San Bernardino | 1 |
| Carlsbad | San Diego | 1 |
| Chula Vista | San Diego | 2 |
| Coronado | San Diego | 2 |
| El Cajon | San Diego | 2 |
| Encinitas | San Diego | 1 |
| Escondido | San Diego | 1 |
| Imperial Beach | San Diego | 2 |
| La Mesa | San Diego | 1 |
| Lemon Grove | San Diego | 1 |
| National City | San Diego | 5 |
| Oceanside | San Diego | 3 |
| Poway | San Diego | 1 |
| San Diego | San Diego | 5 |
| San Marcos | San Diego | 3 |
| Santee | San Diego | 3 |
| Solana Beach | San Diego | 1 |
| Vista | San Diego | 3 |
| Escalon | San Joaquin | 1 |
| Lathrop | San Joaquin | 1 |
| Lodi | San Joaquin | 1 |
| Manteca | San Joaquin | 5 |
| Ripon | San Joaquin | 4 |
| Stockton | San Joaquin | 6 |
| Tracy | San Joaquin | 2 |
| Arroyo Grande | San Luis Obispo | 1 |
| Atascadero | San Luis Obispo | 2 |
| El Paso de Robles | San Luis Obispo | 1 |
| Grover Beach | San Luis Obispo | 1 |
| Morro Bay | San Luis Obispo | 1 |
| Pismo Beach | San Luis Obispo | 1 |
| San Luis Obispo | San Luis Obispo | 2 |
| Atherton | San Mateo | 1 |
| Belmont | San Mateo | 1 |
| Brisbane | San Mateo | 1 |
| Burlingame | San Mateo | 1 |
| Colma | San Mateo | 1 |
| Daly City | San Mateo | 2 |

| City | County | Projects |
|---|---|---|
| East Palo Alto | San Mateo | 9 |
| Foster City | San Mateo | 3 |
| Half Moon Bay | San Mateo | 2 |
| Hillsborough | San Mateo | 1 |
| Menlo Park | San Mateo | 1 |
| Millbrae | San Mateo | 6 |
| Pacifica | San Mateo | 2 |
| Portola Valley | San Mateo | 1 |
| Redwood City | San Mateo | 3 |
| San Bruno | San Mateo | 1 |
| San Carlos | San Mateo | 1 |
| San Mateo | San Mateo | 1 |
| South San Francisco | San Mateo | 6 |
| Woodside | San Mateo | 1 |
| Buellton | Santa Barbara | 1 |
| Carpinteria | Santa Barbara | 3 |
| Goleta | Santa Barbara | 1 |
| Guadalupe | Santa Barbara | 1 |
| Lompoc | Santa Barbara | 2 |
| Santa Barbara | Santa Barbara | 1 |
| Santa Maria | Santa Barbara | 4 |
| Solvang | Santa Barbara | 1 |
| Campbell | Santa Clara | 1 |
| Cupertino | Santa Clara | 2 |
| Gilroy | Santa Clara | 1 |
| Los Altos | Santa Clara | 1 |
| Los Altos Hills | Santa Clara | 8 |
| Los Gatos | Santa Clara | 4 |
| Milpitas | Santa Clara | 2 |
| Monte Sereno | Santa Clara | 1 |
| Morgan Hill | Santa Clara | 1 |
| Mountain View | Santa Clara | 1 |
| Palo Alto | Santa Clara | 1 |
| San Jose | Santa Clara | 2 |
| Santa Clara | Santa Clara | 1 |
| Saratoga | Santa Clara | 1 |
| Sunnyvale | Santa Clara | 2 |
| Capitola | Santa Cruz | 1 |
| Santa Cruz | Santa Cruz | 4 |
| Scotts Valley | Santa Cruz | 1 |
| Watsonville | Santa Cruz | 2 |

| City | County | Projects |
|---|---|---|
| Anderson | Shasta | 4 |
| Redding | Shasta | 4 |
| Shasta Lake | Shasta | 2 |
| Loyalton | Sierra | 2 |
| Dorris | Siskiyou | 1 |
| Dunsmuir | Siskiyou | 3 |
| Etna | Siskiyou | 1 |
| Fort Jones | Siskiyou | 1 |
| Mount Shasta | Siskiyou | 1 |
| Tulelake | Siskiyou | 1 |
| Weed | Siskiyou | 1 |
| Yreka | Siskiyou | 1 |
| Benicia | Solano | 1 |
| Dixon | Solano | 1 |
| Fairfield | Solano | 1 |
| Rio Vista | Solano | 1 |
| Suisun City | Solano | 3 |
| Vacaville | Solano | 1 |
| Vallejo | Solano | 2 |
| Cloverdale | Sonoma | 1 |
| Cotati | Sonoma | 1 |
| Healdsburg | Sonoma | 1 |
| Petaluma | Sonoma | 1 |
| Rohnert Park | Sonoma | 5 |
| Santa Rosa | Sonoma | 1 |
| Sebastopol | Sonoma | 1 |
| Sonoma | Sonoma | 1 |
| Windsor | Sonoma | 2 |
| Ceres | Stanislaus | 2 |
| Hughson | Stanislaus | 4 |
| Modesto | Stanislaus | 5 |
| Newman | Stanislaus | 2 |
| Oakdale | Stanislaus | 2 |
| Patterson | Stanislaus | 2 |
| Riverbank | Stanislaus | 2 |
| Turlock | Stanislaus | 10 |
| Waterford | Stanislaus | 1 |
| Live Oak | Sutter | 3 |
| Yuba City | Sutter | 2 |
| Corning | Tehama | 1 |
| Red Bluff | Tehama | 3 |
| Tehama | Tehama | 1 |

| City | County | Projects |
|---|---|---|
| Dinuba | Tulare | 9 |
| Exeter | Tulare | 1 |
| Farmersville | Tulare | 4 |
| Lindsay | Tulare | 2 |
| Porterville | Tulare | 3 |
| Tulare | Tulare | 4 |
| Visalia | Tulare | 1 |
| Woodlake | Tulare | 2 |
| Sonora | Tuolumne | 1 |
| Camarillo | Ventura | 1 |
| Fillmore | Ventura | 1 |
| Moorpark | Ventura | 2 |
| Ojai | Ventura | 1 |
| Oxnard | Ventura | 9 |

| City | County | Projects |
|---|---|---|
| Port Hueneme | Ventura | 6 |
| Santa Paula | Ventura | 1 |
| Simi Valley | Ventura | 1 |
| Thousand Oaks | Ventura | 1 |
| Ventura | Ventura | 4 |
| Davis | Yolo | 3 |
| West Sacramento | Yolo | 2 |
| Winters | Yolo | 1 |
| Woodland | Yolo | 1 |
| Marysville | Yuba | 2 |
| Wheatland | Yuba | 2 |

ELIGIBLE COUNTIES

| County | Projects |
|---|---|
| Alameda County | 16 |
| Alpine County | 2 |
| Amador County | 7 |
| Butte County | 18 |
| Calaveras County | 12 |
| Colusa County | 1 |
| Contra Costa County | 8 |
| Del Norte County | 3 |
| El Dorado County | 9 |
| Fresno County | 33 |
| Glenn County | 2 |
| Humboldt County | 5 |
| Imperial County | 45 |
| Inyo County | 10 |
| Kern County | 22 |
| Kings County | 2 |
| Lake County | 5 |
| Lassen County | 2 |
| Los Angeles County | 187 |
| Madera County | 4 |
| Marin County | 3 |

| County | Projects |
|---|---|
| Mariposa County | 46 |
| Mendocino County | 1 |
| Merced County | 6 |
| Modoc County | 1 |
| Mono County | 5 |
| Monterey County | 11 |
| Napa County | 15 |
| Nevada County | 4 |
| Orange County | 35 |
| Placer County | 8 |
| Plumas County | 7 |
| Riverside County | 23 |
| Sacramento County | 20 |
| San Benito County | 2 |
| San Bernardino County | 15 |
| San Diego County | 2 |
| San Francisco City & County | 2 |
| San Joaquin County | 25 |
| San Luis Obispo County | 4 |
| San Mateo County | 28 |
| Santa Barbara County | 9 |

| County | Projects |
|---|---|
| Santa Clara County | 36 |
| Santa Cruz County | 154 |
| Shasta County | 6 |
| Sierra County | 1 |
| Siskiyou County | 15 |
| Solano County | 15 |
| Sonoma County | 4 |
| Stanislaus County | 11 |

| County | Projects |
|---|---|
| Sutter County | 3 |
| Tehama County | 10 |
| Trinity County | 6 |
| Tulare County | 3 |
| Tuolumne County | 14 |
| Ventura County | 7 |
| Yolo County | 5 |
| Yuba County | 2 |

CITIES SEEKING SUBSEQUENT ELIGIBILITY – CONFIRMED

| City | County |
|---|---|
| Amador City | Amador |
| Plymouth | Amador |
| La Habra Heights | Los Angeles |
| Santa Monica | Los Angeles |
| South El Monte | Los Angeles |
| South Pasadena | Los Angeles |

| City | County |
|---|---|
| West Covina | Los Angeles |
| Canyon Lake | Riverside |
| Riverside | Riverside |
| Montclair | San Bernardino |
| Del Mar | San Diego |
| Montague | Siskiyou |

Summary of Initial Eligibility Fiscal Year 2019-20

| Cities | Projects | New | Re-Listed |
|---|---|---|---|
| 469 | 1,186 | 943 | 243 |

| Counties | Projects | New | Re-Listed |
|---|---|---|---|
| 58 | 960 | 594 | 366 |

# Memorandum

**To**: CHAIR AND COMMISSIONERS **CTC Meeting**: June 26-27, 2019

**From**: SUSAN BRANSEN, Executive Director

**Reference Number**: 4.6, Information

**Prepared By**: Teri Anderson
Associate Deputy Director

**Published Date**: June 14, 2019

Subject: **Hearing on the State Highway Operation and Protection Program Guidelines**


**Summary:**

The State Highway Operation and Protection Program (SHOPP) Guidelines describe the policy, standards, criteria, and procedures for the development, adoption, and management of the SHOPP. In accordance with the adopted Interim SHOPP Guidelines, the SHOPP Guidelines may be amended after conducting at least one public hearing.

The draft SHOPP Guidelines were presented at the May 2019 California Transportation Commission (Commission) meeting. Commission staff held a workshop on a discussion draft of the SHOPP Guidelines on March 28, 2019.

The purpose of this public hearing is to take final comments on the draft SHOPP Guidelines prior to the Commission's adoption of the amended SHOPP Guidelines under Agenda Reference Number 4.12.


**Background:**

Government Code Section 14526.5 requires the Commission to develop guidelines in consultation with the California Department of Transportation (Department). In June 2017, the Commission adopted the Interim SHOPP Guidelines. An amendment to the Interim SHOPP Guidelines was adopted at the October 2017 Commission meeting. The proposed amended guidelines are a result of consultation with the Department, regional transportation planning agencies, and other stakeholders.

May 21, 2019

Susan Bransen, Director
California Transportation Commission
1120 N Street MS-52
Sacramento, CA 95814
*sent via email: Susan.Bransen@catc.ca.gov*

**Re: 2019 SHOPP Guidelines Recommendations**

Dear Director Bransen:

Thank you for the opportunity to review and comment on the draft 2019 State Highway Operations and Protection Program (SHOPP) Guidelines. The undersigned organizations represent active transportation, transit, recreation, public health, and social equity organizations that have a strong interest in promoting state investment in sustainable transportation in California, especially to benefit marginalized residents with the greatest mobility needs.

We appreciate and recognize the time and effort California Transportation Commission (CTC) Staff put forth in drafting the SHOPP guidelines. We recently met with CTC Staff to discuss what can be done through the guidelines process to better align the SHOPP to our State's ambitious climate, sustainability, and equity goals. We are encouraged to hear planned changes to better capture complete streets and climate change in Section 10, SHOPP Project Preparation. While we are encouraged with the direction of conversations and draft guidelines, we recommend the 2019 SHOPP include the following:

- Providing Complete Streets and Climate Change reporting standards and consideration as a performance measure to capture and reconcile project elements in Section 10, SHOPP Preparation, with the final delivery of the project.
- Clarifying the listing of new traffic lanes in the examples of eligible projects.
- Setting specific parameters for the types, circumstances and context of why and when auxiliary, slow vehicle, and two-way left turn lanes should be eligible.

**Complete Streets & Climate Change**

Senate Bill 1 helped establish the need to consider and include Complete Streets and Climate Change in programmed projects. While the guidelines currently outline these items we are encouraged to hear staff considering the inclusion of this in the preparation of SHOPP projects, we believe further accountability measures through reporting are needed to help gather information needed on how these elements are being considered and maintained throughout project implementation and completion reports. These elements should further be included and required under item E. Planned performance measure(s) for each project in Section 13, Display of Project Scope, Budget, Schedule, and Performance Measure. Inclusion and tracking of these performance measures is important to ensure the efficient use of state funds to support the maintenance and operation of public roadways that best meet the needs of all road users. Inclusion of a reporting piece for Complete Streets and Climate Change is also important to remain accountable and transparent for allocation and implementation of SHOPP funds and projects.

**New Traffic Lanes**

Government Code Section 14526.5. (a) stipulates that "new traffic lanes" cannot be added to the State Highway System (SHS) through the programming of the SHOPP. We appreciate the statement included in the Guidelines, on page 6, to reflect this point. However, below this statement it is mentioned that funds may be used for auxiliary, slow-vehicle, and two-way left turn lanes. Previous SHOPP programming has justified these type of traffic lane improvements (e.g. auxiliary, slow-vehicle, and two-way left turn lanes) as common practice. We would like to better understand why these traffic lanes types are not considered new traffic lanes which are prohibited by SHOPP funding constraints.

In the Federal Highway Administration's *Freeway Management and Operations Handbook,* section 5.4 on *Roadway Widening* affirms that auxiliary improvements, and other unique forms of road widening enhancements, are "traffic lanes" that are "used to balance the traffic load and maintain a more uniform level of service on the highway". By this definition we recommend that the CTC 2019 SHOPP Guidelines set clear parameters for why and when auxiliary, slow vehicle, and two-way left turn lanes (and other types of traffic lanes like truck lanes) should be included and considered under the SHOPP, whereas other new lane improvements are prohibited. The CTC should ensure that SHOPP projects, which add traffic lanes such as auxiliary, slow vehicle, and two-way left turn lanes are not creating or responding to projects which have created or will create induced demand.[1] The CTC should investigate the causes of induced demand, including how any increased throughput, even if operational, may also increase future capacity.

[1] Handy, S. (2015). National Center for Sustainable Transportation. "Increasing Highway Capacity Unlikely to Relieve Traffic Congestion." http://www.dot.ca.gov/newtech/researchreports/reports/2015/10-12-2015-NCST_Brief_InducedTravel_CS6_v3.pdf

Our concern for this clarification and change is that any new traffic lanes will inevitably, directly and indirectly, add capacity to the SHS and will result in an increase in asset inventory to the California Department of Transportation, which in turn results in increased maintenance needs that will require future SHOPP investments. A scan from the most recently programmed 2018 SHOPP reveals at least 41 projects that will add new traffic lanes (see attached Appendix for full list). We note that many of these 41 projects include performance measures for operational improvements which include reducing vehicle delay—which means by definition these projects are adding capacity. We would encourage CTC Staff to do further review of previously programmed SHOPP projects to determine the number of projects with new lanes which can be directly linked to capacity-expansion itself or with other road-widening and capacity increasing projects funded through other funding streams. Our concern is the potential for SHOPP funds and projects to act as supplements to planned or ongoing larger capacity-increasing or highway-widening projects. We believe it is important to clarify the parameters by which the projects listed above should be considered to protect the integrity of the program as well as ensure that the SHOPP is efficiently addressing the various needs of maintenance on our state roadways. Setting parameters such as limits for distance and timing of SHOPP projects, which include new lanes, in relation to other highway-widening and capacity-increasing projects is imperative to ensure that SHOPP projects and funds are used efficiently and transparently. It's important that the SHOPP focus on the maintenance and rehabilitation of our existing roadways.

Thank you for your consideration of these recommendations. We look for future opportunities to work collaboratively with CTC Staff and would be happy to discuss these further in future meetings and in workshops that we will attend.

Sincerely,

Jared Sanchez, Senior Policy Advocate
California Bicycle Coalition

Esther Rivera, State Policy Manager
California Walks

Jonathan Matz, California Senior Policy Manager
Safe Routes Partnership

Ella Wise, State Policy Associate
ClimatePlan

Matthew Baker, Policy Director
Planning and Conservation League

Bryn Lindblad, Deputy Director
Climate Resolve

Cc:
Fran Inman, Chair, California Transportation Commission
Mitch Weiss, California Transportation Commission
Teri Anderson, California Transportation Commission
Laurie Berman, Director, California Department of Transportation
Kate Gordon, Director, Office of Planning and Research
Mark Tollefson, Governor's Office
Brian Annis, Secretary, California State Transportation Agency

## Appendix: Projects Programmed to Add New Traffic Lanes from Adopted 2018 State Highway Operation and Protection Program (SHOPP)

**Butte: Route 70.** Description: Near Oroville, from Yuba County Line to south of East Gridley Road/Stimpson Road; also, in Yuba County on Route 70 from PM 25.7 to PM 25.8. Widen for two-way left-turn lane and standard shoulders. Program code: Safety improvements. Performance measure: 35 collisions reduced. Total project cost: $44,068,000.

**Butte: Route 70.** Description: Near Oroville, from 0.3 mile north of Cox Lane to south of Palermo Road. Widen for two-way left-turn lane and standard shoulders, and provide a roadside clear recovery zone. Program code: Safety improvements. Performance measure: 35 collisions reduced. Total project cost: $36,860,000.

**Butte: Route 70.** Description: Near Oroville, from south of Palermo Road to north of Ophir Road. Widen for two-way left-turn lane and standard shoulders, and provide a roadside clear recovery zone. Program code: Safety improvements. Performance measure: 58 collisions reduced. Total project cost: $32,720,000.

**Butte: Route 162.** Description: In and near Oroville, from Foothill Boulevard to the Gold Country Casino entrance. Construct two-way left-turn lane and widen shoulders. Program code: Safety improvements. Performance measure: 50 collisions reduced. Total project cost: $22,352,000.

**Del Norte: Route 101.** Description: In Klamath, from 0.2 mile south to 0.3 mile north of Ehlers Way. Extend the left turn pocket, install acceleration lane for left turns, and extend acceleration lane for right turns at the intersection of Ehlers Way and Route 101. Program code: Operational improvements. Performance measure: .2 daily vehicle hours of delay. Total project cost: $4,235,000.

**El Dorado: Route 50.** Description: Near Placerville and Camino, from 0.2 mile west of Still Meadows Road to 0.4 mile east of Upper Carson Road. Install median barrier, widen shoulders, construct acceleration/deceleration lane, construct an undercrossing, and construct access to the undercrossing from local roads. Program code: Safety improvements. Performance measure: 117 collisions reduced. Total project cost: $48,000,000.

**Fresno: Route 41.** Description: Near Fresno, from the northbound Ashlan Avenue onramp to the northbound Shaw Avenue off-ramp. Construct northbound auxiliary lane and add an additional lane to the Shaw Avenue off-ramp. Program code: Operational improvements. Performance measure: 163 daily vehicle hours of delay. Total project cost: $22,957,000.

**Humboldt: Route 101.** Description: In Arcata, from north of Route 299/Route 101 Connector to 0.2 mile south of Guintoli Lane Overcrossing. Construct auxiliary lane to improve merging movements. Program code: Operational improvements. Performance measure: 36 daily vehicle hours of delay. Total project cost: $8,086,000.

**Humboldt: Route 101.** Description: In Eureka, on 4th Street from Broadway to Y Street. Restripe to add traffic and bicycle lanes, construct pedestrian bulb-outs and Americans with Disabilities Act (ADA) ramps, and install or modify signals. Program code: Safety improvements. Performance measure: 503 collisions reduced. Total project cost: $10,016,000.

**Inyo: Route 168.** Description: In and near Bishop, from west of Meadow Lane to east of Pioneer Lane. Construct a two-way left turn lane. Program code: Collision severity reduction. Performance measure: 10 collisions reduced. Total project cost: $2,704,000.

**Kern: Route 202.** Description: Near Tehachapi, from 0.2 mile west to 0.2 mile east of Cummings Valley Road East. Construct a left turn lane from southbound Route 202 to Cummings Valley Road East. Program code: Collision severity reduction. Performance measure: 39 Collisions reduced. Total project cost: $5,044,000.

**Lake: Route 29.** Description: Near Lower Lake, at various locations. Widen for truck climbing lanes and shoulders. Program code: Safety improvements. Performance measure: 45 Collisions reduced. Total project cost: $10,777,000.

**Los Angeles: Route 5.** Description: In and near the city of Los Angeles, from Ditman Avenue southbound off-ramp to Route 134; also on Route 2 (PM R18.7) and Route 101 (PM 11.8). Multi-objective Asset Management project that includes widening and extending deceleration length on the Indiana Street/Calzona Street southbound off-ramp. Program code: Multiple objective. Performance measure: 101 locations. Total project cost: $24,649,000.

**Los Angeles: Route 605.** Description: 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 stabs 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 off-ramp/modify signal, install and upgrade guardrail. Program code: Pavement rehabilitation. Performance measure: 39.5 lane miles. Total project cost: $33,742,000.

**Los Angeles: Route 110.** Description: In Pasadena and South Pasadena, at the Fair Oaks Avenue northbound off-ramp. Widen ramp from two lanes to four lanes. The city of South Pasadena will Advertise, Award, and Administer (AAA) the project construction contract. Program code: Operational improvements. Performance measure: 64 daily vehicle hours of delay. Total project cost: $3,773,000.

**Los Angeles: Route 405.** Description: In the city of Sherman Oaks, at southbound onramp from Ventura Boulevard. Widen the onramp to two lanes plus a High Occupancy Vehicle (HOV) lane. Program code: Operational improvements. Performance measure: 12.5 daily vehicle hours of delay. Total project cost: $7,336,000.

**Napa: Route 121.** Description: Near Napa, at Huichica Creek (PM 0.75). Roadway widening. Program code: Safety improvements. Performance measure: 0 collisions reduced. Total project cost: $20,469,000.

**Orange: Route 55.** Description: In the cities of Santa Ana and Tustin, from Dyer Road onramp to Edinger Avenue off-ramp. Construct northbound auxiliary lane. Program code: Operational improvements. Performance measure: 1,153 daily vehicle hours of delay. Total project cost: $46,800,000.

**Orange: Route 133.** Description: In Irvine, from southbound 5/SB 133 Connector to southbound 133/NB 405 Connector. Construct a new auxiliary lane to improve traffic flow. Program code: Operational improvements. Performance measure: 271 daily vehicle hours of delay. Total project cost: $25,102,000.

**Orange: Route 133.** Description: In Laguna Beach, at and north of Canyon Acres Drive. Extend the northbound lane reduction transition. Program code: Safety improvements. Performance measure: 34 collisions reduced. Total project cost: $3,764,000.

**Orange: Route 133.** Description: In Laguna Beach, from 1,700 feet south to 1,300 feet north of El Toro Road. Extend lanes in both directions. Program code: Safety improvements. Performance measure: 65 collisions reduced. Total project cost: $12,956,000.

**Orange: Route 405.** Description: In Irvine, from Route 133 to Sand Canyon Avenue; also from Sand Canyon Avenue to University Drive/Jeffery Road. Construct southbound auxiliary lanes. Program code: Operational improvements. Performance measure: 1,003 daily vehicle hours of delay. Total project cost: $8,200,000.

**Orange: Route 73.** Description: In Newport Beach, on the Route 73 southbound off-ramp to MacArthur Boulevard. Widen ramp, install traffic signal and guardrail. Program code: Safety improvements. Performance measure: 82 collisions reduced. Total project cost: $11,396,000.

**Riverside: Route 74.** Description: Near Lake Elsinore, from the Orange County line to Monte Vista Street. Widen for standard lane widths and shoulders and construct ground-in rumble strips. Program code: Safety improvements. Performance measure: 298 collisions reduced. Total project cost: $65,149,000.

**Riverside: Route 10.** Description: In and near Coachella, from 0.5 mile east of Coachella Canal to Hazy Gulch Bridge. Cold plane pavement and overlay with Portland Cement Concrete (PCC).

Construct eastbound truck climbing lane. A one-lane temporary detour will be constructed in the median for traffic handling. Program code: Roadway rehabilitation. Performance measure: 52.4 lane miles. Total (authorized) project cost: $22,900,000.

**Sacramento: Route 50.** Description: In the city of Sacramento, at Hornet Drive eastbound off-ramp. Widen ramp, add signal and right-turn lane. Program code: Operational improvements. Performance measure: 2,740 daily vehicle hours of delay. Total project cost: $2,720,000.

**Sacramento: Route 50.** Description: In the city of Sacramento, from 65th Street to east of Howe Avenue. Construct westbound auxiliary lane. Program code: Operational improvements. Performance measure: 88 daily vehicle hours of delay. Total project cost: $3,930,000.

**Sacramento: Route 50.** Description: In and near Rancho Cordova, from Bradshaw Road to Mather Field Road. Operational improvements that construct auxiliary lanes in both westbound and eastbound directions. Program code: Operational improvements. Performance measure: 450 daily vehicle hours of delay. Total project cost: $9,498,000.

**Sacramento: Route 51.** Description: In the city of Sacramento at the American River Bridge No.24-0003 from north of B Street Underpass to north of Exposition Boulevard Overcrossing. Widen and replace bridge deck. Program code: Bridge rehabilitation. Performance measure: 1 bridge. Total (authorized) project cost: $18,940,000.

**Sacramento: Route 80.** Description: In Citrus Heights, from east of Elkhorn Boulevard/Greenback Lane to west of Riverside Avenue. Upgrade weigh-in-motion (WIM) station and widen the westbound auxiliary lane to the Antelope Truck Scales. Program code: Weigh stations. Performance measure: 1 location. Total project cost: $5,540,000.

**San Bernardino: Route 60.** Description: In Ontario, from Haven Avenue to Milliken Avenue/Hamner Avenue. Construct auxiliary lane and widen connector and ramps. Program code: Operational improvements. Performance measure: 1,823 daily vehicle hours of delay. Total project cost: $35,662,000.

**San Bernardino: Route 215.** Description: In the city of San Bernardino, from 0.2 mile south of Orange Show Road/ Auto Center Drive to 0.2 mile north of Inland Center Drive. Lane reconfiguration and pavement widening. Program code: Safety improvements. Performance measure: 123 collisions reduced. Total project cost: $11,119,000.

**San Diego: Route 5.** Description: In the city of San Diego, from north of La Jolla Village Drive to south of Genesee Avenue, on southbound. Construct a 0.5 mile auxiliary lane. Program code: Operational improvements. Performance measure: 1,271 daily vehicle hours of delay. Total project cost: $6,750,000.

**San Diego: Route 5.** Description: In Carlsbad, from Palomar Airport Road to Cannon Road. Construct auxiliary lane in southbound direction for operational efficiency. Program code: Operational improvements. Performance measure: 77 daily vehicle hours of delay. Total project cost: $8,026,000.

**San Joaquin: Route 99.** Description: In Lodi, from south of Route 12 (Victor Road) to south of Turner Road. Realign northbound onramp, increase bridge vertical clearance and construct auxiliary lane. Program code: Operational improvements. Performance measure: 158 daily vehicle hours of delay. Total project cost: $15,803,000.

**San Joaquin: Route 26.** Description: 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. Program code: Operational improvements. Performance measure: 34 daily vehicle hours of delay. Total project cost: $3,125,000.

**Santa Clara: Route 237.** Description: In San Jose, in the eastbound direction from North First Street to Zanker Road. Construct auxiliary lane. Program code: Operational improvements. Performance measure: 521 daily vehicle hours of delay. Total project cost: $15,175,000.

**Santa Clara: Route 237.** Description: In San Jose, in the westbound direction from North First Street to Zanker Road. Construct auxiliary lane. Program code: Operational improvements. Performance measure: 332 daily vehicle hours of delay. Total project cost: $79,073,000.

**Stanislaus: Route 99.** Description: Near Ceres and Modesto, in the northbound direction from Hatch Road onramp to S. 9th Street off-ramp. Construct auxiliary lane. Program code: Operational improvements. Performance measure: 110 daily vehicle hours of delay. Total project cost: $8,699,000.

**Yolo: Route 16.** Description: Near Cadenasso, from 0.4 mile west of County Road 79 to 0.4 mile east of County Road 79; also from Esparto to 0.2 mile west of Route 505. Shoulder widening, curve correction, left-turn channelization, signalization and two-way left-turn lanes. Program code: Safety improvements. Performance measure: 330 collisions reduced. Total project cost: $37,299,000.

**Yolo: Route 80.** Description: In and near West Sacramento, from east of Mace Boulevard to Sacramento River Bridge; also on Route 50, from Route 80 to Jefferson Boulevard Overcrossing (PM 0.0/2.5). Rehabilitate pavement by placing Continuous Reinforced Concrete, rehabilitate bridge decks, median widening at three locations, upgrade bridge railings, and construct an auxiliary lane. Program code: Roadway rehabilitation. Performance measure: Lanes miles. Total (authorized) project cost: $10,337,000.

Los Angeles County
Metropolitan Transportation Authority

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June 7, 2019

Ms. Susan Bransen
Executive Director
California Transportation Commission
1120 N Street, MS-52
Sacramento, CA 95814

RE: Comments on the Draft 2020 SHOPP Guidelines

Dear Ms. Bransen:

The Los Angeles County Metropolitan Transportation Authority (Metro) appreciates the California Transportation Commission's (CTC) efforts to develop the 2020 State Highway Operation and Protection Program (SHOPP) Guidelines. The passage of the Road Repair and Accountability Act (SB 1) presents the CTC, Caltrans, and regional transportation partners with the opportunity to begin addressing the $139 billion backlog in deferred maintenance on the state highway system and local streets and roads. Additionally, SB 1 mandates greater accountability and transparency around decision-making and project delivery. The proposed 2020 SHOPP Guidelines make great strides towards achieving these goals.

Consistent with the intent to drive effective project delivery and to enhance transparency and accountability, we suggest creating a more structured and ongoing engagement between Caltrans and the Regional Transportation Planning Agencies (RTPAs) in the processes that develop the SHOPP.

Currently, the proposed Guidelines suggest on-going coordination with the RTPAs on the identification of candidate SHOPP projects. However, eligible SHOPP projects are "pipelined" through the State Highway System Management Plan (SHSMP) and have already been carried through Caltrans' project initiation process. As such, the candidate project selection process begins well outside the SHOPP development timeframe. Additionally, the Guidelines state that Caltrans will share the initial draft of the SHOPP with RTPAs in early December, just prior to the SHOPP January 31 submittal deadline to the CTC. This narrow schedule hinders RTPAs from providing necessary feedback to Caltrans for timely incorporation into their proposed SHOPP prior to the program submittal deadline.

In order to ensure meaningful collaboration between Caltrans and the regions, a more formalized engagement and coordination strategy with the RTPAs is needed at the project initiation phase, during the drafting of the SHSMP, and through the SHOPP development process. Through this enhanced partnership, the CTC, Caltrans, and the regions will be better poised to implement and execute the much needed improvements for the state highway system.

Thank you for your consideration. We look forward to continuing and strengthening our partnership with the Commission and Caltrans.

Sincerely,

Laurie Lombardi
Interim Chief Planning Officer

# Memorandum

**To**: CHAIR AND COMMISSIONERS **CTC Meeting**: June 26-27, 2019

**From**: SUSAN BRANSEN, Executive Director

**Reference Number**: 4.7, Information

**Prepared By**: Chris Traina
Chief Engineer

**Published Date**: June 14, 2019

Subject: **Revisions to the Proposition 1B Local Bridge Seismic Retrofit Account Guidelines**


**Summary:**

At the January 2018 California Transportation Commission (Commission) meeting, Commission staff highlighted concerns that projects within the Local Bridge Seismic Retrofit Program (Program) had stagnated in the design phase and were not making progress towards construction necessary to complete the Program. 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 California Department of Transportation (Department) to develop a work plan for each project. As of June 14, 2019, there were 63 bridges listed in Attachment B remaining on the Program's project list with 17 of those bridges currently in the construction phase.

The Proposition 1B Local Bridge Seismic Retrofit Account (Account) Guidelines, adopted by the Commission on May 28, 2008, describe the Commission's policy, standards, criteria, and procedures for the management of projects within the Program. These guidelines communicate the Commission's expectations and emphasize program and project accountability and the timely delivery of the Program's projects. Revisions to the current guidelines are necessary to incorporate changes that outline consequences for local agencies who fail to deliver elements of a project by deadlines agreed upon in project delivery agreements, and promote the completion of project engineering and delivery of the remaining bridges in the Program to the construction phase.

The attached draft Account Guidelines were revised collaboratively with California Department of Transportation (Department) staff and in conjunction with the Highway Bridge Program Advisory Committee (Committee). Input from stakeholders was received at the Account Guidelines workshop held on

June 19, 2019. The proposed revisions reflect the recommendations for the Program presented to the Commission at the May 15-16, 2019 Commission meeting.

**Background:**

Nearly three decades ago, the Loma Prieta earthquake devastated Northern California and from that tragedy the Program was established. Under this Program, all publicly owned bridges were evaluated to identify actions necessary to prevent future collapses due to earthquakes. The initial Program identified 1,235 local bridges in need of seismic retrofit work. Between 1989 and 2002, the Department administered local bridge seismic safety funding for local agencies, counties, and cities to deliver seismic safety retrofit projects utilizing Highway Bridge Replacement and Rehabilitation funds.

The Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 (Proposition 1B) was approved by voters as Proposition 1B on November 7, 2006. Proposition 1B established the Account in the amount of $125 million and specifically dedicated these state funds to provide the 11.47 percent required local match for the seismic retrofit work on local bridges, ramps, and overpasses as identified by the Department. The implementing legislation for Proposition 1B, Senate Bill 88 (Committee on Budget and Fiscal Review, Chapter 181, Statutes of 2007), designated the Commission as the administrative agency responsible for programming 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 Account Guidelines. The guidelines allowed for funding of new phases of work on a first come, first served basis.

Prior to adopting changes to any guidelines for the expenditure of any funds pursuant to Proposition 1B, Government Code Section 14533.2 requires the Commission to provide written notification to the Chairs of the appropriate policy committees and budget committees of the Legislature. It is anticipated that the revised Account Guidelines and Commission Resolution related to the management of the Account funds and projects within the Program will be brought forward at the August 2019 Commission meeting for adoption by the Commission.

Significant proposed changes to the guidelines are outlined below:

- Establishment of project delivery agreements with agencies for projects that have not advanced to the construction phase by September 30, 2019.
- Increased oversight and accountability through enhanced quarterly reporting to Commission staff and the Committee.

- Agencies who fail to meet a milestone as scheduled in an executed project delivery agreement (Attachment C) or do not comply with requirements of the revised guidelines will be ineligible to compete for funding in the Commission's competitive funding programs and will be restricted in seeking Highway Bridge Program funding for projects outside of the Program.

Attachments:

- Attachment A: Draft Proposition 1B Local Bridge Seismic Retrofit Account Guidelines (a strikethrough version of this document is available upon request.)
- Attachment B: Current Local Bridge Seismic Retrofit Program Project List
- Attachment C: Project Delivery Agreement Template

## Background

1. Authority and purpose. A Local Bridge Seismic Retrofit Program (Program) was initially mandated by emergency legislation Senate Bill (SB) 36X (Kopp, Chapter 18, Statutes of 1989) after the October 17, 1989 Loma Prieta earthquake. In total 1,235 local bridges in need of seismic retrofit work were identified and included in the Program. Funds for the Program come from federal, state and local sources. Funds received through the federal Highway Bridge Program , administered by the Department of Transportation (Department), cover up to 88.53 percent of the cost to seismically retrofit a local bridge. The other 11.47 percent, referred to as the required local match, must come from non-federal, state or local sources. Since the Program was a state mandate, state transportation funds were provided to local agencies through the annual state budget process for use as the 11.47 percent required local match. With the passage of Assembly Bill (AB) 2996 (Committee on Budget, Chapter 805, Statutes of 2002) the Program became a discretionary program and local agencies had to secure the 11.47 percent required local match from the State Transportation Improvement Program (STIP) or from other local funds under their control.

   The Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 (Proposition 1B), approved by the voters on November 7, 2006, established a $125 million Local Bridge Seismic Retrofit Account (Account). Account funds are state funds dedicated specifically to provide the 11.47 percent required local match for the seismic retrofit work on local bridges, ramps, and overpasses remaining in the Program. The entire $125 million is available for projects, less a $2.5 million set-aside to cover bond administrative costs per the Department of Finance.

   The Account is subject to the provisions of Government Code Section 8879.23(i), as added by Proposition 1B, and to Section 8879.62, as enacted through implementing legislation SB 88 (Committee on Budget and Fiscal Review, Chapter 181, Statutes of 2007). The implementing legislation designated the California Transportation Commission (Commission) as the administrative agency responsible for programming Account funds and authorized the adoption of implementing guidelines.

   At the time Proposition 1B was approved, the Department reported that local agencies had completed retrofit work on 756 of the 1,235 bridges leaving 479 local bridges in need of seismic retrofit and initially eligible for Account funding. There were 227 Bay Area Rapid Transit (BART) bridges over local streets and roads included in the Program to ensure the protection and safety of the motoring public on the affected local streets and roads. The Department converted $201.2 million of federal

Highway Bridge Program funds to Surface Transportation Program (STP) funds to allow programming of the 88.53% federal portion for the 227 BART bridges.

In May 2008, the Department formed the Highway Bridge Program Advisory Committee (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. Between 2008 and 2018, the Department, working with the Committee, removed 104 bridges from the Program that were retrofitted with other funds, demolished or removed, or found to be privately owned.

In January 2018, the Department reported that of the 479 bridges initially eligible for Account funding, 104 bridges were removed from the program, construction was completed on 311 bridges, 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. 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 June 14, 2019, there are 63 bridges remaining on the Local Bridge Seismic Retrofit Program project list with 17 of these bridges currently in construction. The Commission has allocated $79.65 million of the available $122.5 million in Proposition 1B Bond funds and $24.30 million of the $32.9 million of State match funds to the Department. The Department has sub-allocated $87.74 million of the $103.95 million available and anticipates the remaining Account funds will be sufficient to complete all 63 bridges remaining in the program.

The purpose of these guidelines is to revise the existing Proposition 1B Seismic Retrofit Account Guidelines to incorporate new project delivery requirements and policy for the Program, identify Commission policy for use of Account funds, and to provide guidance to the Department, the Committee, and local agencies in carrying out their respective responsibilities.

**Project Programming**

2. Schedule. The Commission intends to implement the revised

Account Guidelines on the following schedule:

| | |
|---|---|
| Commission notices Account Guidelines | June 26-27, 2019 |
| Account Guidelines submittal to the Legislature | July 8, 2019 |
| Commission adopts Account Guidelines | August 14-15, 2019 |

3. Eligibility. The only projects eligible to use Account funds are the remaining 63 Program bridges, ramps and overpasses. The Commission intends to allocate Account funds only to the right-of-way and construction phases for the seismic retrofit work of eligible projects.

   The useful life of an Account funded project shall not be less than the required useful life for capital assets pursuant to the State General Obligation Bond Law, specifically subdivision (a) of Section 16727 of the Government Code. That section requires that projects have an expected useful life of at least 15 years.

4. Program. The Department may program the remaining 63 eligible projects per baseline scope, cost and schedule commitments (baseline agreements) made by the local agencies and in accordance with these guidelines. In developing the Program, the Department will also consider the availability of federal Highway Bridge Program funds and the federal fiscal year in which local agencies request funding for their seismic retrofit projects. Federal regulations limit the amount of Highway Bridge Program funds that can be programmed in each year of the Federal Transportation Improvement Program (FTIP).

   In addition to funding Program projects, federal Highway Bridge Program funds are used for the federally-mandated Bridge Inspection Program, Bridge Rehabilitation, Bridge Replacement and Preventive Maintenance Programs. To the extent both federal Highway Bridge Program and Account funds are available, the Department will use the flexibility available in the FTIP to advance projects if requested by a local agency. It is anticipated that in some years the need for federal Highway Bridge Program funds could exceed the available capacity. Thus, some projects may have to be delayed until future years of the Program to coincide with the available federal Highway Bridge Program funds. Local agencies are encouraged to expedite project delivery ahead of Program established schedules to take advantage of the “first come, first served” sub-allocations.

   The Department will annually exchange a portion of the local share of funds received through the federal Highway Bridge Program for state funds, as needed, to accommodate the current remaining required local match needs, up to a total of $32.9 million. This exchange, along with the available $122.5 million Account bond match, will fully fund the current Program need for the required local match at $155.4 million.

**Project Delivery**

5. Project Delivery Agreements. For all projects that have not advanced to the construction phase by September 30, 2019, the Department and the local agency responsible for the delivery of the local seismic retrofit project will execute a project delivery agreement, which shall supersede existing baseline agreements and which will set forth the project scope, cost and delivery schedule. Executed project delivery agreements shall be delivered to the Department and Commission within three months of the adoption date of these guidelines.

   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 project enters the construction phase.

6. Project Delivery. Local agencies are expected to deliver their project in the year programmed or earlier. Local agencies will submit to the Department the request for authorization of Highway Bridge Program funds in accordance with the procedures developed by the Department. The Department will date stamp the request, if it is found to be complete and correct. This date and time will establish priority for sub-allocation of the 11.47 percent required local match from the Account.

   Local agencies will provide a project status update to the Department on a quarterly basis. 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. Funding for projects within the Highway Bridge Program that are prioritized by the Committee to be more at risk than a project in the Program will not be subject to these restrictions.

7. Project Amendments. The Department shall not add bridges to the remaining 63 bridges, ramps and overpasses in the Program. The Department may not change the delivery schedule for any project in the fiscal year in which it is programmed. Projects in the delivery year of the Program can seek an extension from the Commission per the timely use of funds provisions in these guidelines.

8. **Account Allocations.** In accordance with Government Code Section 8879.62(b), the Commission will annually allocate Account funds to the

Department based on a funding request submitted on or before September 30 of each year. The Commission may allocate Account funds up to the appropriation level provided in the State Budget Act.

The Department will sub-allocate funds to local agencies for project implementation based on completed final Plans, Specifications, and Estimate (PS&E phase), where appropriate, and only after verifying that the project is eligible to receive federal Highway Bridge Program funding and is ready to proceed with right-of-way or construction phase work.

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.

At PS&E phase, the final estimate may vary from the project delivery agreement estimate. The Department is authorized to amend the project delivery agreement to reflect the revised estimate at the time of sub-allocation if it finds the new estimate is adequately justified.

The Department is expected to use “first come, first served” as the guiding principle in the sub-allocation of funds to eligible seismic retrofit projects. Bond funds shall be sub-allocated to projects concurrent with the obligation of corresponding federal Highway Bridge Program funds.

The Department will report to the Commission, on a quarterly basis, the status of sub-allocations made to the local agencies. The Department will adjust the sub-allocations for any contract award cost savings and will reflect those cost savings in subsequent quarterly reports.

9. Timely Use of Funds. Account funds sub-allocated for right-of-way costs must be expended by the end of the second fiscal year following the fiscal year in which the funds were sub-allocated. The local agency must invoice the Department for these costs no later than 180 days after the fiscal year in which the final expenditure occurred.

   Account funds sub-allocated for construction must be encumbered by the award of a contract within six months of the date of the sub-

allocation of funds. After the award of the contract, the local agency has up to 36 months to complete (accept) the contract. At the time of sub-allocation, the Department may extend the deadline for completion of work and the liquidation of funds if necessary to accommodate the proposed expenditure plan for the project.

The local agency has 180 days after construction contract acceptance to make the final payment to the contractor, prepare the final Report of Expenditure and submit the final invoice to the Department for reimbursement.

The Commission may extend contract award, right-of-way expenditure, or contract completion deadlines no more than one time and only if it finds that an unforeseen and extraordinary circumstance beyond the control of the responsible agency has occurred that justifies an extension. The extension will not exceed the period of delay directly attributed to the extraordinary circumstance and will in no event be for more than 20 months.

Agencies that do not comply with these requirements will be ineligible to receive other Highway Bridge Program funding or to compete for funding in the Commission's competitive funding programs.

10. Delivery Reports. Local agencies will submit reports to the Department, on a quarterly basis, on the activities and progress made toward moving their projects to the construction phase, including those project development activities taking place prior to the sub-allocation of Account funds. The Department shall submit to the Commission, on a quarterly basis, delivery reports on the activities and progress made toward implementation of the remaining Program projects.

    As mandated by Government Code Section 8879.50, the Commission shall forward these reports, on a semiannual basis, to the Department of Finance. The purpose of the reports is to ensure that projects are executed in a timely fashion and within the scope and budget identified when the decision was made to fund the projects.

    After sub-allocation of Account funds, if project costs exceed the approved project budget, the implementing agency will identify alternatives to meet the cost increase or submit to the Commission a corrective plan for achieving the original benefit of the project. The Commission may either approve the corrective plan or direct the implementing agency to modify its plan.

11. Final Delivery Report. Within six months of the project becoming operable, the Department will provide a final delivery report to the Commission on the scope of the completed project, its final costs as compared to the approved project budget, its duration as compared to the project schedule in the project delivery agreement, and

performance outcomes derived from the project as compared to those described in the project delivery agreement. Operable is further defined as the end of the construction phase when the construction contract is accepted. Project completion is defined as the conclusion of all remaining project activities, after acceptance of the construction contract. The Commission shall forward this report to the Department of Finance as required by Government Code Section 8879.50.

The Department will also provide a supplement to the final delivery report at the completion of the project to reflect final project expenditures at the conclusion of all project activities.

12. Audit of Project Expenditures and Outcomes. The Department will ensure that project expenditures and outcomes are audited. For each project, the Commission expects the Department to provide a semi-final audit report within 6 months after the final delivery report and a final audit report within six months after the final delivery report supplement. The Commission may also require interim audits at any time during the performance of a project.

    Audits will be performed in accordance with Generally Accepted Government Auditing Standards promulgated by the United States Government Accountability Office. Audits will provide a finding on the following:

    - Whether project costs incurred and reimbursed comply with the executed project delivery agreement or approved amendments thereof; state and federal laws and regulations; contract provisions; and Commission guidelines.
    - Whether project deliverables are consistent with the project scope, schedule and project outputs described in the executed project delivery agreement or approved amendments thereof.

DRAFT

# Bridges in Design Phase (Without Project Delivery Agreements)

## Listed by Agency

| 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 | Forecasted Construction End Date |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 | 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 | 53C1882 | Hyperion Avenue | Retrofit | $0 | $290,191 | 11/14/00 | 2/4/15 | 12/31/18 | 1/1/19 | 6/30/22 |
| 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 |
| 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 |
| 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 |
| 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 |
| 08 | SBD | San Bernardino Associated Goverments | 54C0066 | Mount Vernon Avenue | Replace | $0 | $3,452,670 | 8/24/17 | 6/11/11 | 10/4/21 | 6/5/22 | 2/24/24 |
| 04 | SF | San Francisco County Transporation 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 Transporation 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 Transporation 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 Transporation 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 Transporation 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 Transporation 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 Transporation Authority | 01CA007B | Treasure Isand Road west of SFOBB | Retrofit | $0 | $46,294 | 8/20/10 | 12/20/12 | 9/30/19 | 9/30/19 | 7/31/21 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| | | | | | **Totals** | **$320,631** | **$19,363,218** | | | | | |

# Bridges in Design Phase (With Project Delivery Agreements)

## Listed by Agency

| 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 | Forecasted Construction End Date |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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 |
| 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 | 54C0101 | Mount Vernon Avenue | Retrofit | $0 | $19,384 | 3/1/12 | 2/23/18 | 12/31/19 | 1/1/20 | 12/31/22 |
| 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 | CC | Conta Costa County | 28C0442 | Marsh Drive | Replace | $0 | $506,928 | 11/14/16 | 12/1/19 | 12/1/20 | 2/1/21 | 7/1/24 |
| 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 | 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 | 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 |
| 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 |
| 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 |
| 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 |
| 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 | 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 |
| 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 |
| 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 |
| | | | | | **Totals** | **$167,875** | **$10,676,887** | | | | | |

# Bridges in Construction Phase

## Listed By Agency

| District | County | Agency | Bridge ID | Project Title | Forecasted Right of Way Bond Amount | Forecasted Construction Bond Amount | Forecasted Construction Begin Date | Forecasted Construction End Date |
|---|---|---|---|---|---|---|---|---|
| 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 |
| 04 | ALA | Fremont | 33C0128 | Niles Boulevard | $0 | $589,299 | 4/4/14 | 12/31/18 |
| 01 | HUM | Humboldt County | 04C0104 | Waddington Road | $1,147 | $150,000 | 6/9/15 | 12/1/17 |
| 07 | LA | Los Angeles | 53C0859 | North Spring Street | $0 | $229,400 | 7/17/12 | 11/30/18 |
| 07 | LA | Los Angeles | 53C1880 | Sixth Street | $0 | $31,851,593 | 2/2/15 | 12/31/21 |
| 07 | LA | Los Angeles | 53C0045 | Beverly-First Street | $0 | $848,780 | 4/1/17 | 2/28/19 |
| 04 | ALA | Oakland | 33C0030 | Embarcadero Street | $0 | $1,696,681 | 4/2/14 | 12/31/18 |
| 04 | ALA | Oakland | 33C0148 | 23rd Avenue | $108,965 | $1,149,868 | 5/1/18 | 12/31/19 |
| 04 | CC | Pittsburg | 28C0165 | North Parkside Drive | $0 | $44,214 | 2/1/18 | 1/25/19 |
| 04 | SF | San Francisco County Transporation 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 |
| 10 | SJ | San Joaquin County | 38C0032 | Mchenry Avenue | $0 | $238,576 | 4/24/17 | 4/24/20 |
| 05 | SB | Santa Barbara County | 51C0001 | Cathedral Oaks Road | $0 | $229,400 | 4/1/14 | 6/19/19 |
| 05 | SB | Santa Barbara County | 51C0017 | Jalama Road | $9,176 | $244,175 | 3/24/15 | 12/31/18 |
| 10 | STA | Stanislaus County | 38C0003 | Santa Fe Avenue | $0 | $536,796 | 8/1/17 | 12/31/19 |
| 02 | TEH | Tehama County | 08C0043 | Jellys Ferry Road | $11,000 | $4,574,950 | 10/18/19 | 10/18/21 |
| 10 | SJ | Tracy | 29C0126 | Eleventh Street | $0 | $2,278,743 | 10/6/15 | 1/30/19 |
| | | | | **Totals** | **$244,988** | **$54,147,861** | | |

# Local Bridge Seismic Retrofit Program

**Project Delivery Agreement**

Reference No.: 4.7
June 26-27, 2019
Attachment C

**Agency Information**

| | |
|---|---|
| **Agency Name:** | |
| **Contact Name:** | |
| **Phone:** | |
| **Email:** | |

**Project Information**

| | |
|---|---|
| **Bridge No.** | |
| **District:** | |
| **Fed. Aid Project Number** | |
| **Project Title & Description:** | |
| **Project Benefit:** | |

| **County Name** | **City** | **Zip Code** | **Congressional District** | **Assembly Dist** | **Senate Dist** |
|---|---|---|---|---|---|
| | | | | | |

| **Project Delivery Baseline (Milestone)** | **Month/Year** |
|---|---|
| Begin Design Date | |
| NEPA Completion Date | |
| Begin Right of Way Date | |
| Right of Way Certification Date | |
| 100% PS&E Date | |
| Construction RFA Date | |
| End Construction Date | |
| Closeout Date | |

**Proposed Project Cost:**

| **Highway Bridge Program Fund** | 18/19 | 19/20 | 20/21 | 21/22 | 22/23 | 23/24 |
|---|---|---|---|---|---|---|
| Right of Way | | | | | | |
| Construction | | | | | | |
| **LBSRA/State Match** | | | | | | |
| Right of Way | | | | | | |
| Construction | | | | | | |

**District** Bridge No:

**Project Title**

We acknowledge the scope, cost, and delivery schedule as identified above are the baseline, as agreed on (Insert Date), by both Department of Transportation and the local agency. This project is being monitored by the California Transportation Commission and the Department of Transportation. We certify that funding sources cited are expected to be available in the delivery year listed. The estimated costs represent funding components for the right of way and construction phases only, If any phases of this seismic retrofit project is not delivered in the year that has been agreed upon in this agreement, funding for programs could be withdrawn as outlined in the Proposition 1B Local Bridge Seismic Retrofit Program Guidelines.

_____ Date

Insert Agency Official Name
Insert Agency

_____ Date

RIHUI ZHANG
Chief
Division of Local Assistance
Department of Transportation

# Memorandum

**To**: CHAIR AND COMMISSIONERS

**CTC Meeting**: June 26-27, 2019

**From**: SUSAN BRANSEN, Executive Director

**Reference Number**: 4.30, Action

**Prepared By**: Chris Traina
Chief Engineer

**Published Date**: June 14, 2019

Subject: **Submittal of the Revised Proposition 1B Local Bridge Seismic Retrofit Account Guidelines to the Legislature**

## Issue:

Should the California Transportation Commission (Commission) approve the submittal of the revised Proposition 1B Local Bridge Seismic Retrofit Account Guidelines to the Senate Transportation Committee, the Assembly Transportation Committee, and the Legislative Budget Sub-Committees focused on transportation issues as required by Government Code 14533.1?

## Recommendation:

Commission staff recommends that the Commission approve submittal of the revised Proposition 1B Local Bridge Seismic Retrofit Account Guidelines to the Senate Transportation Committee, the Assembly Transportation Committee, and the Legislative Budget Sub-Committees focused on transportation, noting any specific changes and delegating to the Executive Director the authority to make any necessary modifications.

## Background:

The Local Bridge Seismic Retrofit Program (Program) was initially mandated by Senate Bill (SB) 36X (Kopp, Chapter 18, Statutes of 1989) after the October 17, 1989 Loma Prieta Earthquake. A total of 1,235 local bridges in need of seismic retrofit work were identified and included in the Program. Between 1989 and 2002, the California Department of Transportation (Department) administered local bridge seismic safety funding for local agencies, counties, and cities to deliver seismic safety retrofit projects utilizing Highway Bridge Replacement and Rehabilitation funds.

The Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 (Proposition 1B) was approved by voters as Proposition 1B on November 7, 2006. Proposition 1B established the Local Bridge Seismic Retrofit Account (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 Account funds and authorized the adoption of guidelines for the use of these funds. In May 2008, the Commission approved resolution LBS1B-G-0708-01 to adopt the Proposition 1B Local Bridge Seismic Retrofit Account Guidelines.

Revisions to the current guidelines are necessary to incorporate changes that outline consequences for local agencies who fail to deliver elements of a project by the approved deadlines in project delivery agreements and promote the completion of project engineering and delivery of the remaining bridges in the Program to the construction phase.

The Commission will review revisions to the draft guidelines at the June 26-27, 2019 Commission meeting and may adopt revised guidelines at the August 14-15, 2019 Commission meeting. Therefore, the Commission must submit the draft guidelines to the required legislative committees by July 15, 2019.

# Memorandum

**To**: CHAIR AND COMMISSIONERS **CTC Meeting**: June 26-27, 2019

**From**: SUSAN BRANSEN, Executive Director

**Reference Number**: 4.15, Action

**Prepared By**: Garth Hopkins
Deputy Director

**Published Date**: June 21, 2019

Subject: **Proposed Federal Safer Affordable Fuel-Efficient Vehicles Rule**

## Issue:

Should the Commission approve letters expressing concerns with the proposed federal Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule for transmittal to the National Highway Traffic Safety Administration (NHTSA), the U.S. Environmental Protection Agency (U.S. EPA) and members of California's Congressional Delegation?

## Recommendation:

Staff recommends the Commission approved the letters in Attachments A and B for transmittal to NHTSA, U.S. EPA and members of California's Congressional Delegation.

## Background:

NHTSA and U.S. EPA published a SAFE Vehicles Rule that will reduce federal fuel efficiency standards and invalidate the California Air Resources Board's Advanced Clean Car rules and zero-emission vehicle mandates.

At the Commission and California Air Resources Board Joint Workshop held on May 16, 2019, experts presented information that the proposed rule will have significant negative impacts to mobility, safety, the environment, public health, the state and national economies, and more. Specifically, California could experience a delay in the construction of approximately 2,000 transportation projects valued at $130 billion.

Additionally, this proposed rule, if finalized, will result in wide-ranging and long-term health impacts of the increased carbon dioxide and nitrogen oxide emissions that would arise from less fuel-efficient vehicles.

To communicate the impacts of the proposed rule and request the rule not be finalized, letters addressed to NHTSA, U.S. EPA, and California's congressional delegation were prepared. The letters identify the impacts to both California and the nation if the SAFE Vehicles Rule is finalized.

Letters sent by the California Air Resources Board, a coalition of 15 business and labor organizations and the California Association of Councils of Government (CALCOG) are included as additional information in Attachments C, D and E.

As part of this agenda item, Tanisha Taylor, California Association of Councils of Government Director of Sustainability, will update the Commission on the proposed SAFE Vehicles Rule status.

Attachments:

- **Attachment A:** Draft Commission Letter to NHTSA and U.S. EPA
- **Attachment B:** Example of Draft Letter to Members of California's Congressional Delegation
- **Attachment C:** Letter from the California Air Resources Board
- **Attachment D:** Letter from California business and labor organizations
- **Attachment E:** CALCOG Letter

ATTACHMENT A

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

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

SUSAN BRANSEN, Executive Director

STATE OF CALIFORNIA

GAVIN NEWSOM, Governor

# CALIFORNIA TRANSPORTATION COMMISSION

1120 N STREET, MS-52
SACRAMENTO, CA 95814
P. O. BOX 942873
SACRAMENTO, CA 94273-0001
(916) 654-4245
FAX (916) 653-2134
http://www.catc.ca.gov

DRAFT

June 26, 2019

Mr. Christopher Lieske
U.S. Environmental Protection Agency
EPA Docket Center (EPA/DC)
EPA West, Room B102
1301 Constitution Avenue NW
Washington, D.C. 20460

Mr. James Tamm
National Highway Traffic Safety Administration
U.S. Department of Transportation
West Building, Ground Floor, Room W12-140
1200 New Jersey Avenue, SE
Washington, D.C. 20460

RE: Safer Affordable Fuel-Efficient Vehicles Rule

Attention: NHTSA Docket ID Nos. NHTSA-2018-0067 and NHTSA-2017-0069
U.S. EPA Docket ID No. EPA–HQ–OAR–2018–0283

Dear Mr. Lieske and Mr. Tamm,

The California Transportation Commission (Commission) voted unanimously at its June 26, 2019 meeting to oppose the proposed Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule. If enacted, this rule would have significant negative impacts to mobility, safety, the environment, public health, and the state and national economies.

The Commission is responsible for programming and allocating funds for the construction of highway, passenger rail, transit and active transportation improvements throughout California. As currently written, the Commission is concerned that the rule would place approximately 2,000 transportation projects in California valued at more than $130 billion at risk of delay and/or loss of funding. As California is a major international freight gateway with three of the nation's major port facilities, these transportation project impacts would impact California's economy as well as the national economy. Tens of thousands of jobs in California and hundreds of thousands of jobs throughout the nation would be impacted should this rule be finalized (based on the Federal Highway

Administration's calculation that every billion dollars invested in transportation infrastructure supports 13,000 jobs).

The Commission is also concerned with the wide-ranging and long-term health impacts of the increased carbon dioxide and nitrogen oxide emissions that would arise from less fuel-efficient vehicles under the proposed rule. In its "State of the Air 2019" report, the American Lung Association found that ozone and particulate pollution levels are increasing in cities across the United States and approximately 43 percent of all Americans live in counties that have unhealthy levels of ozone and/or particulate pollution. These pollutants can cause serious respiratory and cardiovascular conditions and even lead to premature death.

In closing, the Commission respectfully requests your consideration of our comments on the SAFE Vehicles Rule. Finalizing this rule would jeopardize thousands of transportation projects and hundreds of thousands of jobs and have implications for public health. In addition, the rule would result in decreased mobility of people and goods, impairments to transportation safety, increased harms to the environment, and increased costs to consumers. For these reasons, the Commission strongly requests the Administration not to finalize the SAFE Vehicles Rule.

Sincerely,

FRAN INMAN, Chair
California Transportation Commission

c: Commissioners, California Transportation Commission
Susan Bransen, Executive Director, California Transportation Commission
David Kim, Secretary, California State Transportation Agency
Laurie Berman, Director, California Department of Transportation
Richard Corey, Executive Officer, California Air Resources Board

ATTACHMENT B

FRAN INMAN, Chair
PAUL VAN KONYNENBURG, Vice-Chair
BOB ALVARADO
YVONNE B. BURKE
LUCETTA DUNN
JAMES C. GHIELMETTI
CARL GUARDINO
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SENATOR JIM BEALL, Ex Officio
ASSEMBLY MEMBER JIM FRAZIER, Ex Officio

SUSAN BRANSEN, Executive Director

STATE OF CALIFORNIA

GAVIN NEWSOM, Governor

# CALIFORNIA TRANSPORTATION COMMISSION

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FAX (916) 653-2134
http://www.catc.ca.gov

DRAFT

June 26, 2019

[insert Congressional Delegation Address]

RE: Safer Affordable Fuel-Efficient Vehicles Rule

Dear Honorable _____,

The California Transportation Commission (Commission) voted unanimously at its June 26, 2019 meeting to oppose the proposed Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule. If enacted, this rule would have significant negative impacts to mobility, safety, the environment, public health, and the state and national economies.

The Commission is responsible for programming and allocating funds for the construction of highway, passenger rail, transit and active transportation improvements throughout California. As currently written, the Commission is concerned that the rule would place approximately 2,000 transportation projects in California valued at more than $130 billion at risk of delay and/or loss of funding. As California is a major international freight gateway with three of the nation's major port facilities, these transportation project impacts would impact California's economy as well as the national economy. Tens of thousands of jobs in California and hundreds of thousands of jobs throughout the nation would be impacted should this rule be finalized (based on the Federal Highway Administration's calculation that every billion dollars invested in transportation infrastructure supports 13,000 jobs).

The Commission is also concerned with the wide-ranging and long-term health impacts of the increased carbon dioxide and nitrogen oxide emissions that would arise from less fuel-efficient vehicles under the proposed rule. In its "State of the Air 2019" report, the American Lung Association found that ozone and particulate pollution levels are increasing in cities across the United States and approximately 43 percent of all Americans live in counties that have unhealthy

levels of ozone and/or particulate pollution. These pollutants can cause serious respiratory and cardiovascular conditions and even lead to premature death.

In their letter dated June 6, 2019, vehicle manufacturers communicated to President Trump that the best path to preserve good auto jobs and keep new vehicles affordable for more Americans is a final rule supported by all parties – including California. Finalizing this rule would not only jeopardize thousands of transportation projects but also hundreds of thousands of jobs and have serious implications for public health. In addition, the rule would result in decreased mobility of people and goods, impairments to transportation safety, increased harms to the environment, and increased costs to consumers.

We have sent a letter to the National Highway Traffic Safety Administration and the U.S. Environmental Protection Agency urging that they not finalize the SAFE Vehicles Rule. Please contact Susan Bransen, Commission Executive Director, at (916) 654-4245 should you have any questions concerning the transportation related impacts to California as a result of this proposed rule.

Sincerely,

FRAN INMAN, Chair
California Transportation Commission

c: Commissioners, California Transportation Commission
Susan Bransen, Executive Director, California Transportation Commission
David Kim, Secretary, California State Transportation Agency
Laurie Berman, Director, California Department of Transportation
Richard Corey, Executive Officer, California Air Resources Board

Attachment C

CALIFORNIA
AIR RESOURCES BOARD

Gavin Newsom, Governor
Jared Blumenfeld, CalEPA Secretary
Mary D. Nichols, Chair

June 17, 2019

Mr. Christopher Lieske
U.S. Environmental Protection Agency
EPA Docket Center (EPA/DC)
EPA West, Room B102
1301 Constitution Avenue NW
Washington, D.C. 20460

Mr. James Tamm
National Highway Traffic Safety Administration
U.S. Department of Transportation
West Building, Ground Floor, Room. W12–140
1200 New Jersey Avenue, SE
Washington, D.C. 20590

Attention: NHTSA Docket ID Nos. NHTSA-2018-0067 and NHTSA-2017-0069
U.S. EPA Docket ID No. EPA–HQ–OAR–2018–0283

RE: Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule for Model Years 2021-2026 Passenger Cars and Light Trucks – Transportation Conformity Implications

Dear Mr. Lieske and Mr. Tamm:

I am writing to ensure that you are aware of the potentially serious consequences if the "Safer Affordable Fuel-Efficient" (SAFE) rule is finalized, including its provisions purporting to preempt California's long-standing zero emission vehicle programs. The United States Environmental Protection Agency (U.S. EPA) and the National Highway Traffic Safety Administration (NHTSA) have indicated they may finalize the rule this summer. That would have serious implications for public health and for transportation infrastructure projects. The rule results in dirtier cars, for years to come; this means that transportation projects that increase use of these cars may often result in greater emissions – and so be in conflict with state and federal air quality goals. These conflicts (referred to as "conformity" issues) may disrupt transportation funding, with large negative consequences for jobs and local governments, as well as undermining California's air quality plans.

Although the California Air Resources Board (CARB) identified many of these issues in its prior comments on the proposed rule,[1] the initial comment period was inadequately short, and many critical analyses were not provided to the public. From continued analysis after the close of the comment period, we have identified additional impacts of the rule and thus are submitting this supplemental comment that is "of central relevance to the rule making" (42 U.S.C. § 7607(d)(4)(B)(i)) to supplement the record. These issues relate to how SAFE finalization will destabilize key transportation and public health planning activities.

Transportation emissions are the lion's share of air pollution in California. This means that transportation *projects* can have substantial effects on air pollution because they can change how much people drive. In general, the dirtier cars are, the more air pollution certain transportation projects can emit over time. Because these projects last for decades, estimating these project-related emissions is important to ensuring air quality plans stay on track.

Accordingly, the federal Clean Air Act links transportation planning and public health through the transportation conformity program, which is intended to ensure that federally funded transportation projects conform to state implementation plans to attain air quality standards. (See 42 U.S.C. § 7506). As you know, these determinations must be based upon "the latest emission estimation model available" (40 C.F.R. § 93.111(a)) and reflect the "most recent planning assumptions in force at the time the conformity analysis begins" (40 C.F.R. § 93.110(a)).

Transportation conformity and state implementation plan (SIP) development in California depend upon a growing share of zero emission vehicles (ZEVs) in the vehicle fleet. This is because, as CARB discussed in its initial comments at length, ZEVs provide meaningful reductions in criteria pollutants, beyond Low Emission Vehicle (LEV) standards, which should be accounted for in emissions and transportation planning. These benefits grow over time as the ZEV regulation (including likely future amendments to that regulation) supports greater ZEV penetration and commercialization in the California fleet; indeed, accelerating commercialization of ZEV technology in both light- and heavy-duty sectors is critical to meeting federal and state air quality mandates and climate goals.

Transportation conformity analyses also are rooted in the growing share of ZEVs within the fleet; without increased ZEV penetration, transportation projects may have greater

[1] See California Air Resources Board, Analysis in Support of Comments of the California Air Resources Board on the Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule for Model Years 2021-2026 Passenger Cars and Light Trucks, pp. 282-293, docket no. EPA-HQ-OAR-2018-0283-5054.

air pollution impacts than currently modeled. Therefore, the California EMissions FACtor (EMFAC) model reflects CARB's Advanced Clean Car (ACC) regulation including the Zero-Emission Vehicle (ZEV) mandate.

U.S. EPA and NHTSA's proposal to preempt CARB's GHG and ZEV regulations jeopardizes attainment of the SIP and conformity for critical transportation projects. This proposal would call into question whether projects and plans set to be implemented can remain in conformity going forward.[2] Certainly, SAFE finalization would call into question how projects may demonstrate conformity because conformity determinations may no longer reflect the latest planning assumptions with regard to ZEV vehicles.

Emissions from transportation dominate California's air pollution mix, so addressing these emissions without the current ZEV rules will raise long-lasting challenges to conformity and SIP planning. Because transportation projects can last decades, marked changes in ZEV penetration rates resulting from SAFE may result in very different emissions impacts from these projects than forecasted earlier in the planning process, especially in later years when ZEV penetration was projected to further increase. Put simply, a highway project that increases vehicle use might be consistent with air quality needs if cars are getting commensurately cleaner; but if cars are no longer moving towards zero emissions, the project will be substantially dirtier, and potentially inconsistent with the air quality plan.

Necessary model updates and SIP revisions alone are complex, and may take years to complete, and transportation projects and air quality planning will be disrupted in the interim. In the longer term, the substantive challenge of addressing increased emissions will be hard to meet. These major consequences threaten to imperil critical infrastructure planning and air quality planning efforts.

This problem will potentially undermine transportation planning as well, including many billions of dollars of projects now in the pipeline, because they may not be able to demonstrate conformity. Projects intended to move freight, improve connectivity, and get people to work may well be disrupted if they can no longer demonstrate they

[2] We note that the conformity model used elsewhere in the country, MOVES, may face similar issues. Unlike EMFAC, which models emissions based on aggregated emissions over drive cycles, MOVES uses Vehicle Specific Power (power per unit mass, or vehicle specific power - VSP) to model criteria emissions where VSP is a function of vehicle aerodynamics, road grade and road load. For example, under MOVES assumptions, higher VSP results in higher emissions. The SAFE rule, which would eliminate the gradual increase in fuel efficiency requirements, will result in vehicles requiring more power to operate which in turn will contribute to higher GHG and possibly criteria emissions. As a result, it might be necessary for U.S. EPA to revisit the MOVES model if the SAFE rule is adopted.

are consistent with air quality needs. This rule will therefore also put substantial pressure on attainment of air quality standards, and likely require revisions to the California SIP, including new measures, if ZEV-related reductions are not assured.[3]

Placing this burden upon the states is in conflict with the Clean Air Act's cooperative federalism framework (see 42 U.S.C. § 7401) and further demonstrates the irrationality of the SAFE proposal. The Regulatory Impact Analysis for SAFE did not consider these impacts; nor did the National Environmental Policy Act (NEPA) documents despite the environmental impacts of changes to major transportation projects; and the agencies did not conduct a federalism consultation with the states per Executive Order 13132 to consider the impacts of affecting critical state/federal transportation projects. All these matters were required to be addressed; instead, the agencies failed to incorporate these issues into their proposal or to seek comment upon them.

SAFE should, therefore, not be finalized. It is arbitrary and inappropriate for the federal agencies to, on the one hand, mandate that the states work hard to attain air quality goals, and to model transportation impacts on those goals based on the latest planning assumptions and, with the other hand, undermine the tools necessary to make progress towards those goals by weakening critical public health protections.[4] You may contact Mr. Kurt Karperos, Deputy Executive Officer, California Air Resources Board, at (916) 322-2739 or kurt.karperos@arb.ca.gov to discuss any of these issues.

Sincerely,

Richard W. Corey
Executive Officer
California Air Resources Board

[3] Accurate modelling is critical to the adequacy of Clean Air Act plans and conformity determinations (See, e.g., *Association of Irritated Residents v. U.S. E.P.A.* (9th Cir. 2012) 686 F.3d 668, 677).

[4] U.S. EPA is proposing many rulemakings which are collectively undermining air quality planning and attainment. CARB has opposed these ill-founded efforts, but their collective impacts, if finalized, will further amplify the damage done by SAFE to the conformity and SIP processes. See, e.g., Comments of the California Air Resources Board on the Advance Notice of Proposed Rulemaking, "Increasing Consistency and Transparency in Considering Costs and Benefits in the Rulemaking Process"; Docket No. EPA—HQ—OA-2018-0107; Comments of the California Air Resources Board Responding to The United States Environmental Protection Agency Request for Comment on Standards of Performance for New Residential Wood Heaters, New Residential Hydronic Heaters and Forced-Air Furnaces: Proposed Amendments, Docket No. EPA-HQ-OAR-2018-0195.

June 12, 2019

Honorable Members
California Congressional Delegation
Washington, D.C. 90510

Re: Significant Negative Impacts to Transportation Funding and Projects from the Proposed Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule for Model Years 2021-2026 Passenger Cars and Light Trucks

Dear Honorable Members,

The undersigned businesses and organizations, representing the transportation industry and workforce that builds, repairs and maintains California's statewide transportation system, write to convey our significant concerns with the proposed rulemaking which would rollback national fuel-efficiency standards and result in a wide variety of disastrous impacts in California and across the nation. **The proposed rulemaking would put nearly 2,000 transportation infrastructure improvement projects, totaling over $130 billion at risk of project delivery delays, or loss of funding in California and would have severe impacts on tens of thousands of well-paying construction jobs and the overall economy. If the rule were finalized in 2019, approximately $28 billion would be at risk in the first year alone.** These impacts are in addition to the more obvious impacts such as increases in carbon dioxide and nitrogen oxides emissions from less fuel-efficient vehicles (15 million metric tons by 2030 and 763 million more tons per year by 2030, respectively) making our air dirtier and reducing quality of life in the Golden State.

Specifically, the U.S. Environmental Protection Agency (EPA) and the National Highway Traffic Safety Administration (NHTSA) have proposed the Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule for Model Years 2021-2026 Passenger Cars and Light Trucks to amend existing Corporate Average Fuel Economy (CAFE) standards and establish new standards for model years 2021 through 2026. If finalized, by changing the fundamental assumptions of vehicle fuel-efficiency, the SAFE Rule would invalidate California's air quality emissions model (known as EMFAC) which is used by the State to meet the Federal Highway Administration's (FHWA) transportation planning requirements. Without a valid air quality conformity model, the State and regional transportation planning agencies in non-attainment areas would be unable to obtain federal approval or make modifications to specified transportation projects in the pipeline (see attached map for information on potentially impacted areas). While the State would endeavor to update the EMFAC model, the California process would take up to 12 months, and regions would also need another 1 to 2 years to complete air quality planning work necessary to obtain EPA approval before transportation projects could resume.

While we understand the proposed rule is purported to save Americans $500 billion a year in societal costs, we are very troubled that EPA and NHTSA failed to include an analysis of the impacts the proposed rule would have on transportation projects, on well-paying construction jobs, and on small and disadvantaged businesses. Our analysis shows that it would put $130 billion in transportation funding at-risk in California alone. FHWA reports that every billion invested in transportation infrastructure supports 13,000 jobs. Should the rule become final, tens of thousands of jobs will be impacted in California. Moreover, should fuel-efficiency of our passenger vehicles and light-duty trucks decrease, construction workers and the businesses that employ them will experience increased costs due to paying more at the pump. We are also very concerned that the SAFE Rule would also add increased pressure on California businesses to reduce GHG emissions and address climate change from other sources if vehicles become less fuel-efficient.

As you know, California recently evaluated various options for increasing state transportation funding in recognition of an identified $130 billion state and local funding shortfall just to repair and maintain our existing transportation infrastructure, let alone our capital needs to expand the existing multi-modal transportation network to accommodate mobility demands and economic and population growth. The dismal condition of our highways, roads, bridges, transit systems, and other essential components such as sidewalks and bike lanes that support a range of mobility options in the state was stifling the economy, costing nearly 40 million Americans to sit in traffic to get to and from school, work, shopping, medical care, recreational activities, and put the traveling public's safety at-risk. The condition of our transportation infrastructure hampers national security, public safety, and the movement of goods, particularly from California's ports of entry which serve the rest of the country. The result of that policy making effort – Senate Bill 1: The Road Repair and Accountability Act of 2017 – invests over $5 billion in state revenues annually to rebuild and make safer California's transportation network and deliver more reliable mobility options. California voters went to the polls in November 2018 and confirmed that they support transportation tax increases when those funds are protected and dedicated to transportation and invested in every single community in the state. After years of sustained debate and negotiation, the proposed SAFE Rule puts all of this at-risk and runs counter to the will of California voters.

The Trump Administration and leaders of both parties in Congress have indicated that increased funding for infrastructure is a priority. Action to finalize the SAFE Rule as proposed in August 2018 would be entirely

inconsistent with statements of support for investing in the nation's vital infrastructure. Therefore, the undersigned organizations and businesses are strongly opposed to the proposed rulemaking as currently drafted and implore the California Congressional Delegation to work together with the Trump Administration so that the impacts are fully understood and mitigated in the rulemaking. No further action should be taken until a solution that allows vital transportation infrastructure projects to move forward (a grace period of at minimum 24 months to allow states to update models prior to taking effect and/or support for the House Transportation Housing and Urban Development Appropriations bill) has been incorporated into any rulemaking.

Respectfully,

/s/

Jon P. Preciado
Southern California District Council of Laborers

Jose Mejia
California State Council of Laborers

Augie Beltran
Northern California Carpenters Regional Council

Wes May
Southern California Contractors Association

Emily Cohen
United Contractors

Chad Wright
Laborers-Employers Cooperation and Education Trust

Michael Quigley
California Alliance for Jobs

John Hakel
Southern California Partnership for Jobs

Tim Cremins
International Union of Operating Engineers

Gary Hambly
California Construction and Industrial Materials Association

Russell Snyder
California Asphalt Pavement Association

Brad Diede
American Council of Engineering Companies

Peter Teteishi
Associated General Contractors

Kiana Valentine
Transportation California

Richard Lambros
Engineering Contractors' Association

California Association of Councils of Governments
Effective Regions Through Partnership

June 14, 2019

The Honorable Elaine L. Chao
United States Secretary of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590

The Honorable Andrew Wheeler
Administrator
United States Environmental Protection Agency
1200 Pennsylvania Avenue, N.W.
Washington, D.C. 20460

**RE:** Significant concern regarding potential transportation impacts resulting from the Proposed NHTSA/U.S. EPA's Safer Affordable Fuel Efficient (SAFE) Vehicles Rule for Model Years 2021-2026

Dear Secretary Chao and Administrator Wheeler:

CALCOG is an association of Councils of Governments (COGs), Congestion Management Agencies (CMAs) and Regional Transportation Planning Agencies (RTPAs) and includes all eighteen Metropolitan Planning Organizations (MPOs) that are responsible for the development and implementation of the regional transportation plan and transportation conformity. The California Air Resources Board previously provided comments on the environmental, public health, and equity concerns raised by the rule. This letter highlights potential transportation impacts identified since the close of the rulemaking comment period.

The proposed SAFE Vehicles Rule, which would roll back national fuel-efficiency standards, hampers the ability of California's transportation agencies to deliver approximately 2,000 projects totaling more than $130 billion. These projects support a robust state economy and create important middle-class jobs. In addition, the proposed rule would interfere with California's ability to deliver improved goods movement infrastructure that serves the entire nation. Other important goals—such as congestion relief, transportation system reliability, public health, housing, environmental sustainability, and equity—also would be significantly compromised for as much as 93 percent of the state's population.

A list of potential projects affected by the Rule by Metropolitan Planning Organizations (MPOs) and rural non-attainment region is attached to this letter.

1107 9th Street, Suite 810
Sacramento, CA 95814
www.calcog. org
(916) 557-1170

To prevent these impacts, we request U.S. DOT in coordination with U.S. EPA reconsider the proposed rule to account for impacts it would have on critical infrastructure project delivery. In particular, we ask that appropriate measures be taken to ensure that, consistent with the federal transportation conformity rule, current planning and programming documents and those under development using EMFAC2014 (California's air quality emissions model), remain valid irrespective of the final rule.

***How does the proposed rule impact non-attainment MPO and non-attainment rural areas' ability to complete conformity determinations?***

Finalization of the proposed rule invalidates California's air quality emissions model (EMFAC2014), which is used to make transportation conformity determinations. As a result, non-attainment MPOs and rural areas would be required to wait for a new, federally-approved model before completing the required transportation conformity determination. This puts strict limitations on the completion of transportation projects throughout the state. We anticipate updating the air quality emissions model and associated air quality planning work may take three years to complete. In the meantime, it is important that existing programming and planning documents continue to be considered valid.

We estimate a minimum three-year transition period would be needed in order to avoid any project delays. If the final rule does not include a sufficient transition period, projects subject to transportation conformity, like the State Route (SR) 49 Widening project in Nevada county, SR 55 Congestion Relief Project from I-5 to SR 91 in Orange County, I-5/SR 91 Express Lanes Connector in Riverside County, San Bernardino's West Valley Connector, and three projects in San Diego County, (1) Carlsbad Village Double Track in San Diego County, (2) Del Mar Bluffs Design and Installation of Bluff Stabilization Measures, and (3) Palomar Grade Separation (all currently in project delivery), will be unable to complete the NEPA process until a new emissions model is approved by U.S. EPA. For these projects, project delivery delays may occur immediately. In addition, without a transition period, adoption of regional transportation plans in the following areas would be at risk: San Diego Association of Governments (2020), Sacramento Area Council of Governments (2020), Southern California Association of Governments (2020), Butte County Association of Governments (2020), and the Metropolitan Transportation Commission (2021). For these MPO regions, the absence of a three-year transition period may force them to enter the 12-month lapse grace-period, putting strict limitations on the delivery of transportation projects within these regions.

***What types of action does the Rule affect?***

The proposed rule threatens the ability of 14[1] of the state's 18 MPOs and eight[2] rural non-attainment counties' to obtain federal approval for any of the following actions: (1) adoption of a new Regional Transportation Plan (RTP), (2) adoption of a new Federal State Transportation Improvement Program (FSTIP); (3) amendments to projects listed in the RTP or FSTIP not exempt from transportation conformity; and, (4) NEPA approval for projects not exempt from transportation conformity. California's rural non-attainment areas may also face project delivery delays. Under federal law, each federal approval for the actions listed above requires a new transportation conformity determination.

A map of the impacted regions is included with this letter.

To prevent delays in the delivery of California's transportation system that will be felt nation-wide, we request U.S. DOT coordinate with U.S. EPA and the California Air Resources Board to reconsider the proposed rule. Should you have any questions please contact Tanisha Taylor. She can be reached by email at taylor@calcog.org.

Sincerely,

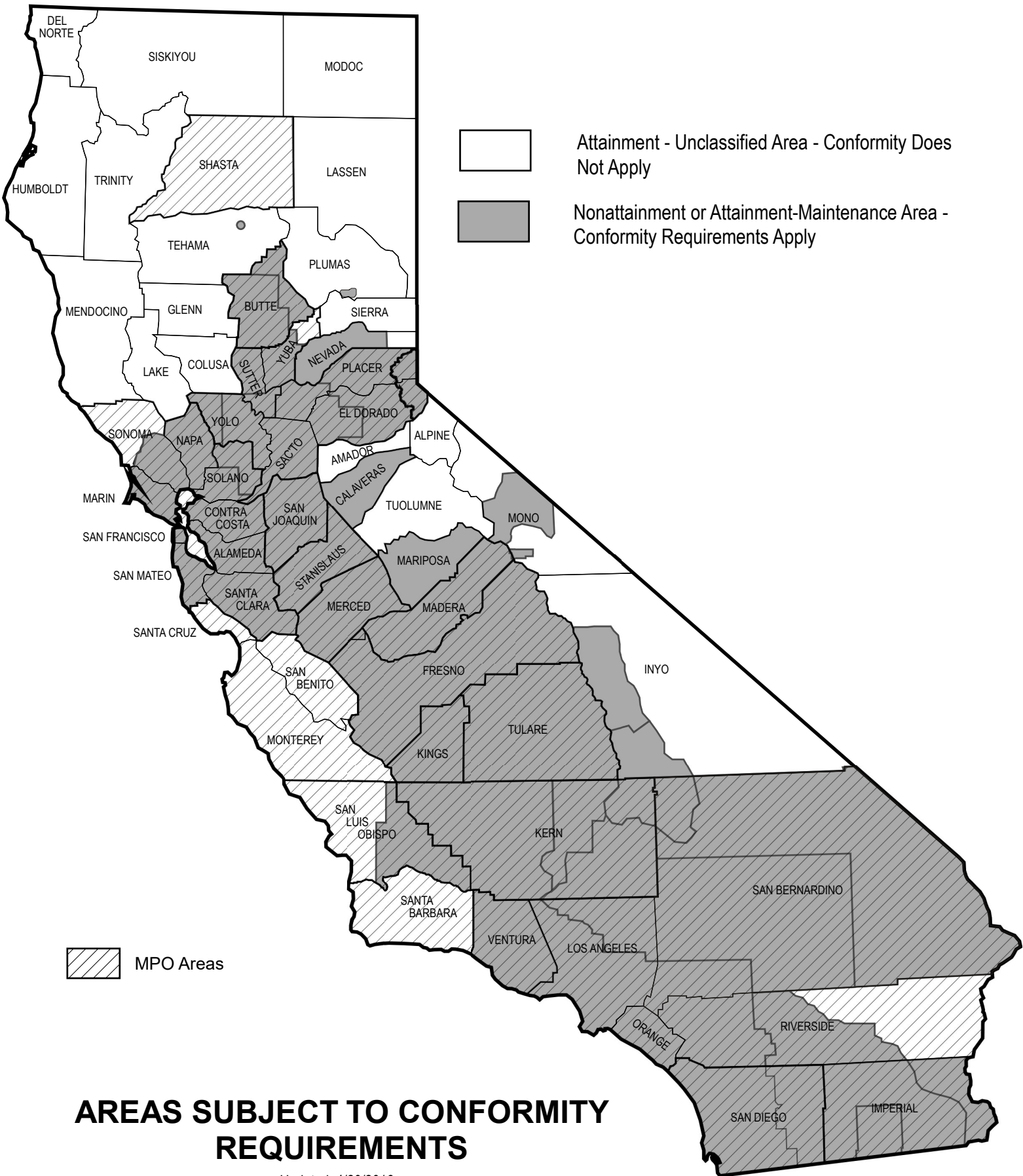
Bill Higgins

BILL HIGGINS
Executive Director

Attachments (2)

[1] Butte County Association of Governments; Fresno Council of Governments; Kern Council of Governments; Kings County Association of Governments; Madera County Transportation Commission; Merced County Association of Governments; Metropolitan Transportation Commission/Association of Bay Area Governments; Sacramento Area Council of Governments; San Diego Association of Governments; San Luis Obispo Council of Governments; Southern California Association of Governments; Stanislaus Council of Government; San Joaquin Council of Governments; Tulare County Association of Governments

[2] Amador, Calaveras, Tuolumne, Mariposa, Mono, Tehama, Plumas, and Nevada




# AREAS SUBJECT TO CONFORMITY REQUIREMENTS

Updated: 4/20/2016

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**DISCLAIMER**

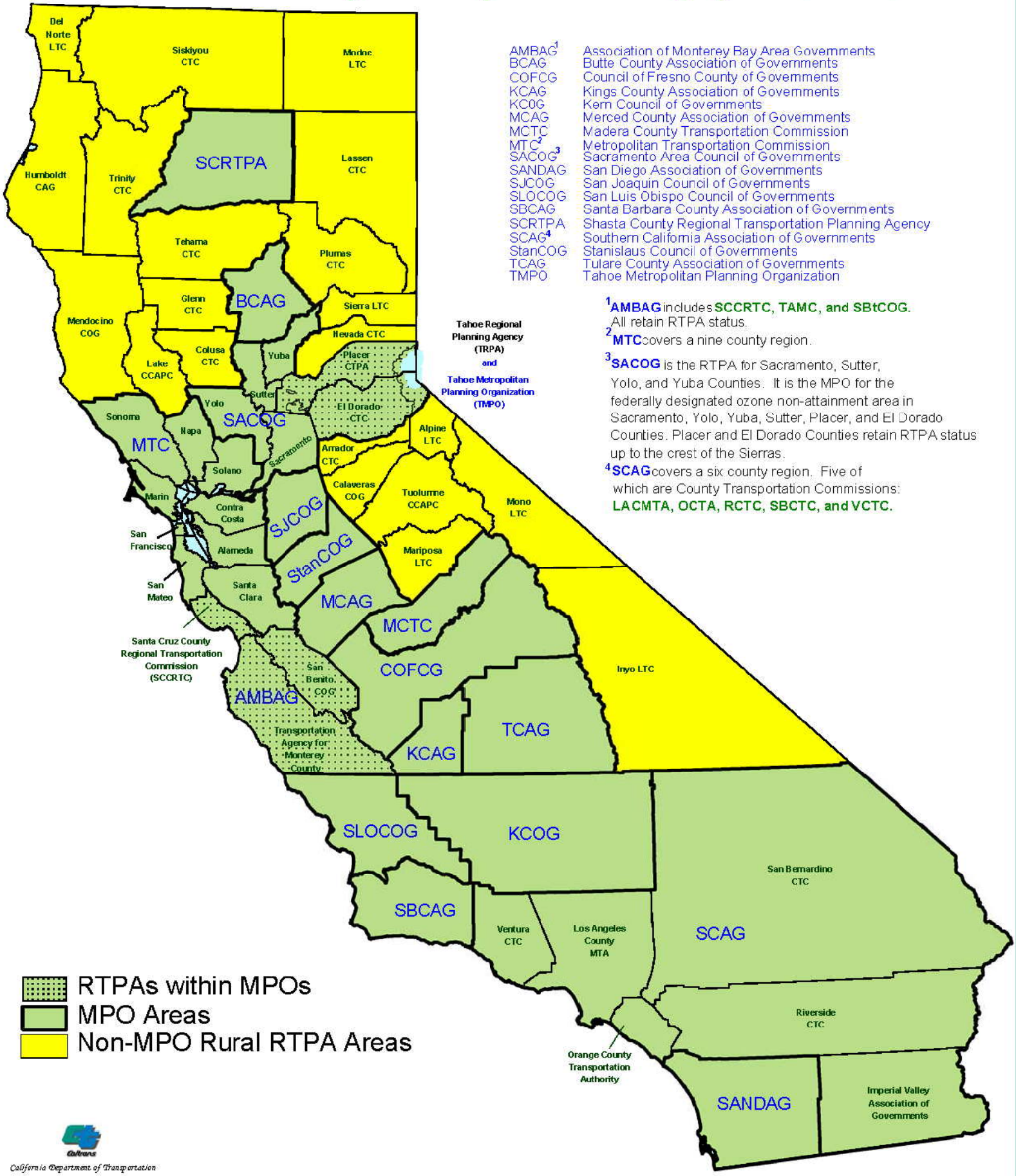
*The State of California (State) and the California Department of Transportation (Department) make no representation or warranty regarding the accuracy of the data shown on this map. Neither the State nor the Department shall be liable under any circumstances for any direct, indirect, special, incidental, or consequential damages with respect to any claim by any user or any third party on account of or arising from the use of this map.*

# CALIFORNIA

## Metropolitan Planning Organizations(MPOs)

and

## Regional Transportation Planning Agencies (RTPAs)




| | |
|---|---|
| AMBAG[1] | Association of Monterey Bay Area Governments |
| BCAG | Butte County Association of Governments |
| COFCG | Council of Fresno County of Governments |
| KCAG | Kings County Association of Governments |
| KC0G | Kern Council of Governments |
| MCAG | Merced County Association of Governments |
| MCTC | Madera County Transportation Commission |
| MTC[2] | Metropolitan Transportation Commission |
| SACOG[3] | Sacramento Area Council of Governments |
| SANDAG | San Diego Association of Governments |
| SJCOG | San Joaquin Council of Governments |
| SLOCOG | San Luis Obispo Council of Governments |
| SBCAG | Santa Barbara County Association of Governments |
| SCRTPA | Shasta County Regional Transportation Planning Agency |
| SCAG[4] | Southern California Association of Governments |
| StanCOG | Stanislaus Council of Governments |
| TCAG | Tulare County Association of Governments |
| TMPO | Tahoe Metropolitan Planning Organization |

[1] **AMBAG** includes **SCCRTC, TAMC, and SBtCOG.** All retain RTPA status.

[2] **MTC** covers a nine county region.

[3] **SACOG** is the RTPA for Sacramento, Sutter, Yolo, and Yuba Counties. It is the MPO for the federally designated ozone non-attainment area in Sacramento, Yolo, Yuba, Sutter, Placer, and El Dorado Counties. Placer and El Dorado Counties retain RTPA status up to the crest of the Sierras.

[4] **SCAG** covers a six county region. Five of which are County Transportation Commissions: **LACMTA, OCTA, RCTC, SBCTC, and VCTC.**

RTPAs within MPOs
MPO Areas
Non-MPO Rural RTPA Areas


Caltrans
California Department of Transportation
Division of Transportation Planning
September 2003

State of California
**DEPARTMENT OF TRANSPORTATION**

California State Transportation Agency

# MEMORANDUM

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

**CTC Meeting**: June 26-27, 2019

**From**: STEVEN KECK, Chief Financial Officer

**Reference Number**: 2.5f., Information Item

**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) - $66,575,000 for construction and $12,055,000 for construction engineering for 22 emergency construction projects, pursuant to the authority granted under Resolution G-11-16.

2.5f.(3) - $7,601,000 for construction and $3,448,000 for construction engineering for six safety projects, pursuant to the authority granted under Resolution G-03-10.

2.5f.(4) - $5,560,000 for six State Highway Operation and Protection Program (SHOPP) Minor A projects, pursuant to the authority granted under Resolution G-05-16.

As of May 15, 2019, the Department has allocated or sub-allocated the following for construction in the Fiscal Year 2018-19:

2.5f.(1) - $372,102,000 for 116 emergency construction projects.
2.5f.(3) - $179,738,000 for 42 safety delegated projects.
2.5f.(4) - $27,404,000 for 34 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.

Attachments

## 2.5f.(1) Informational Report - Emergency G-11 Allocations

| Project Number | Dist-Co-Rte Postmile | Allocation Amount | Right of Way Capital | EA Project ID | Location/Description | Construction | Construction Engineering |
|---|---|---|---|---|---|---|---|
| 1 | 01-DN-101 14.8/15.1 | $3,310,000 | $0 | 0H700 0118000075 | Near Crescent City, from 1.0 mile to 1.3 miles north of Rudsill Road. Ongoing slide activity since March 7, 2016 has continued to cause damage within the Last Chance Grade slide complex. This project will stabilize the roadway from continuous and increased landslides. Work includes a minor adjustment to the roadway alignment to allow for both lanes to be opened to traffic, construct two retaining walls, replace a failed cross-culvert and down drain, and install a subsurface dewatering system. This supplemental is necessary to address further damage created by significant storm events on February 25, 2019. These events resulted in the need to remove additional rockfall, trees, and debris, repair pavement and guardrail, construct rockfall mitigation system, and rock scaling. | $2,650,000 | $660,000 |

**2.5 Highway Financial Matters**

## 2.5f.(1) Informational Report - Emergency G-11 Allocations

| Project Number | Dist-Co-Rte Postmile | Allocation Amount | Right of Way Capital | EA Project ID | Location/Description | Construction | Construction Engineering |
|---|---|---|---|---|---|---|---|
| 2 | 01-Hum-169 33.7 | $1,300,000 | $10,000 | 0J660 0119000075 | Near Weitchpec, at 0.1 mile west of Route 96. Following heavy rains a slipout occurred in steep terrain and began to undermine the traveled way. Per the recommendation of geotechnical and hydraulics staff this project will construct Rock Slope Protection (RSP) Buttress, install underdrain, and improve roadside drainage. | $950,000 | $350,000 |
| 3 | 01-Men-1 14.8 | $4,750,000 | $75,000 | 0J650 0119000074 | Near Point Arena, at 0.1 mile south of Iverson Avenue. On February 28, 2019, following heavy rains a failed drainage system was discovered that resulted in loss of embankment, shoulder, and part of a lane. The joint on the inlet side of the existing small box culvert has failed completely causing the roadway embankment to be washed away during high flow events. The joint on the outlet side has signs of failure with visible voids in the roadway embankment. This project will remove the concrete box culvert and replace it with a larger precast box culvert, head/end wall and wingwalls, and have a fish passage design, repair roadway, provide temporary water diversion, and place erosion control measures. | $3,750,000 | $1,000,000 |

## 2.5f.(1) Informational Report - Emergency G-11 Allocations

| Project Number | Dist-Co-Rte Postmile | Allocation Amount | Right of Way Capital | EA Project ID | Location/Description | Construction | Construction Engineering |
|---|---|---|---|---|---|---|---|
| 4 | 01-Men-101 95.0/97.0 | $6,000,000 | $50,000 | 0J670 0119000076 | Near Leggett, from 4.8 miles north of Route 1 to 5.0 miles south of Route 271. Heavy rainfall beginning in January 2019 resulted in landslide movement and consequent damage to the southbound lane and shoulder. This project will provide initial roadway stabilization measures, repair drainage systems, and provide erosion control. | $5,000,000 | $1,000,000 |
| 5 | 02-Tri-36 15.0/17.0 | $4,000,000 | $100,000 | 0J320 0219000088 | Near Forest Glen, from 0.7 mile east of Klondike Mine Road to 0.3 mile east of Glen Creek Road. Recent storm events over-saturated the slopes and caused multiple slides. These slides have now disturbed areas above the brow-line and created a higher risk of additional slides. This project will remove slide material, regrade slopes, increase catchment areas, and place cable mesh netting and Rock Slope Protection (RSP). | $3,000,000 | $1,000,000 |

## 2.5f.(1) Informational Report - Emergency G-11 Allocations

| Project Number | Dist-Co-Rte Postmile | Allocation Amount | Right of Way Capital | EA Project ID | Location/Description | Construction | Construction Engineering |
|---|---|---|---|---|---|---|---|
| 6 | 02-TRI-36 R34.7 | $2,050,000 | $20,000 | 0J300 0219000086 | Near Wildwood, 6.0 miles east of Route 3.On February 14, 2019, a slipout occurred due to saturated soil from ongoing rain events. The slipout damaged a culvert on the embankment. This project will repair the slipout by constructing a retaining system, installing guardrail, and repairing the culvert. This supplemental is needed as additional storms have prevented corrective work on the slipout but extended time required to maintain 24 hour traffic control operations. The continuing storms also caused additional damage to the site. The new scope is to construct a gabion wall with rock slope protection (RSP) instead of the retaining wall system. | $1,800,000 | $250,000 |

## 2.5f.(1) Informational Report - Emergency G-11 Allocations

| Project Number | Dist-Co-Rte Postmile | Allocation Amount | Right of Way Capital | EA Project ID | Location/Description | Construction | Construction Engineering |
|---|---|---|---|---|---|---|---|
| 7 | 02-TRI-299 40.8/41.2 | $2,500,000 | $0 | 0J090 0219000056 | Near Junction City, from 0.6 mile east of Valdor Drive to 0.1 mile west of Powerhouse Road. On January 6, 2019, a slide displaced approximately 1,000 cubic yards of material and closed the highway. Due to the unstable slope, rocks continue to fall from approximately 100 feet up the slope, further damaging the roadway. This project will bench back the slope, install rock containment fence (if necessary), and provide traffic control. This supplemental is necessary to haul away an additional 68,000 cubic yards of material not originally estimated. Additionally, the material disposal site is farther than the original planned location, requiring longer hauls. | $2,500,000 | $0 |

## 2.5f.(1) Informational Report - Emergency G-11 Allocations

| Project Number | Dist-Co-Rte Postmile | Allocation Amount | Right of Way Capital | EA Project ID | Location/Description | Construction | Construction Engineering |
|---|---|---|---|---|---|---|---|
| 8 | 03-Nev-49 20.0/R32.6 | $1,200,000 | $20,000 | 0J040 0319000142 | Near North San Juan, from 2.5 miles north of Newton Road to Middle Yuba River Bridge; also in Yuba County, from Middle Yuba River Bridge to 0.6 mile north of Camptonville Road (PM R0.0/6.0). Heavy rains commencing in early January 2019 and continuing into March 2019 have saturated the slopes and caused multiple slides and rockfalls onto the roadway. This project will flatten slopes, create catchment areas, repair drainage systems, remove trees, and place erosion control. | $1,000,000 | $200,000 |
| 9 | 03-Sac-50 R0.1 | $700,000 | $0 | 0J070 0319000151 | In Sacramento, near Alhambra Boulevard Overcrossing. On February 22, 2019, heavy rains caused flooding of the number three and four lanes of Route 50 in the westbound direction. Investigation of the flooding determined it was caused by a control system failure in the groundwater pump plant. This project will replace the failed pumps and control system. | $600,000 | $100,000 |
| 10 | 04-SM-1 37.7 | $5,200,000 | $50,000 | 4Q140 0419000351 | Near Montara, at 1.1 miles north of First Street. Recent winter storms saturated slopes and caused a slipout to occur that affected the traveled way. This project will construct a secant pile wall, install drainage system, and repair the roadway. | $4,000,000 | $1,200,000 |

## 2.5f.(1) Informational Report - Emergency G-11 Allocations

| Project Number | Dist-Co-Rte Postmile | Allocation Amount | Right of Way Capital | EA Project ID | Location/Description | Construction | Construction Engineering |
|---|---|---|---|---|---|---|---|
| 11 | 04-Son-1 11.2 | $3,300,000 | $40,000 | 4Q030 0419000306 | Near Bodega Bay, at 0.1 south of Bay Hill Road. After heavy rain storm in March 2019, a 60-inch culvert failed that caused pavement undermining and shoulder and embankment erosion. This project will repair the embankment and roadway, and replace the failed culvert with a larger 10-foot by 10-foot concrete box culvert that also meets permit requirements. | $2,400,000 | $900,000 |
| 12 | 04-Son-1 24.6 | $2,000,000 | | 4Q020 0419000301 | Near Jenner, at 0.6 mile north of Muniz Ranch Road. Winter storms beginning March 1, 2019 caused the roadway side slope to washout and damaged a culvert. An additional culvert has failed and caused material to erode and undermine the pavement. This project will replace the culverts, inject grout to fill embankment voids, and place Rock Slope Protection (RCP) on the side slope. | $1,500,000 | $500,000 |

## 2.5f.(1) Informational Report - Emergency G-11 Allocations

| Project Number | Dist-Co-Rte Postmile | Allocation Amount | Right of Way Capital | EA Project ID | Location/Description | Construction | Construction Engineering |
|---|---|---|---|---|---|---|---|
| 13 | 05-SB-1 Var | $550,000 | $0 | 1K620 0518000228 | In Santa Barbara County, on Routes 1, 101, and 154 at various locations. Heavy rains beginning in February 2019 and continuing into March 2019, have caused rockfall and debris to damage barriers at multiple locations beyond state workforce ability to clear, maintain, and repair. This project will restore 500 linear feet of barrier, remove and haul off 1,000 cubic yards of slide material, and perform rock scaling. | $400,000 | $150,000 |
| 14 | 06-Mpa-41 2.0/2.2 | $1,300,000 | $0 | 0Y910 0619000173 | Near Fish Camp, from 2.0 miles north of Mariposa/Madera County line to 2.7 miles south of Yosemite National Park. Recent storm events commencing in January 2019, and continued through March 2019, caused water to seep into the fill in a burn scar area and through perforations in a culvert, resulting in a slipout. This project will reconstruct embankment and roadway, replace culvert, and place erosion control. | $1,000,000 | $300,000 |

**2.5 Highway Financial Matters**

## 2.5f.(1) Informational Report - Emergency G-11 Allocations

| Project Number | Dist-Co-Rte Postmile | Allocation Amount | Right of Way Capital | EA Project ID | Location/Description | Construction | Construction Engineering |
|---|---|---|---|---|---|---|---|
| 15 | 07-LA-5 26.6/31.3 | $40,000 | $0 | 1XE00 0717000254 | In Burbank, from 0.2 mile north of North Zoo Drive to Winona Avenue. Repair water saturated failed concrete slabs, repair drainage system, and repair asphalt roadway pavement with digout repairs and an overlay. This supplemental is necessary to closeout the project. Previously calculated Tentative Agreements (TAs) had calculated the labor rate as straight time when it should have been premium time. | $35,000 | $5,000 |
| 16 | 07-LA-118 R5.7 | $750,000 | $0 | 1XM20 0719000210 | In the city of Los Angeles, near Porter Ranch at Reseda Boulevard. On March 12, 2019, a sinkhole developed at the westbound offramp and undermined lane one and lane two requiring the offramp to be closed. This project will repair the damaged roadway, reconstruct guardrail, and repair asphalt dike and irrigation pipe. | $550,000 | $200,000 |

## 2.5f.(1) Informational Report - Emergency G-11 Allocations

| Project Number | Dist-Co-Rte Postmile | Allocation Amount | Right of Way Capital | EA Project ID | Location/Description | Construction | Construction Engineering |
|---|---|---|---|---|---|---|---|
| 17 | 07-LA-210 R11.3 | $600,000 | $50,000 | 1XL90 0719000207 | Near Shadow Hills, at Sunland Boulevard; also in La Canada Flintridge, at Route 2 (PM R19.05). On March 7, 2019 a winter storm caused damage to Route 210 that created a sinkhole in an unpaved area and washout on a cut slope causing debris to accumulate on the right shoulder. The slide damaged an existing thirty inch corrugated metal pipe culvert and the asphalt dike. This project will reconstruct the eroded slope, clean and repair the damaged drainage system, repair the roadway and asphalt dike, and place erosion control on the slope. | $400,000 | $200,000 |
| 18 | 07-Ven-150 R23.1/31.1 | $740,000 | $10,000 | 1XM10 0719000208 | Near Santa Paula, from 0.1 mile west of Old Walnut Road to 0.3 mile west of Bridge Road. On March 7, 2019, a large storm event caused a sinkhole to develop in an unpaved area of the shoulder. Also, drainage systems were damaged and a slide occurred consisting of rock boulders and other debris. This project will reconstruct the shoulder, repair drainage systems, and remove slide debris. | $490,000 | $250,000 |

## 2.5f.(1) Informational Report - Emergency G-11 Allocations

| Project Number | Dist-Co-Rte Postmile | Allocation Amount | Right of Way Capital | EA Project ID | Location/Description | Construction | Construction Engineering |
|---|---|---|---|---|---|---|---|
| 19 | 08-Riv-60 9.6/10.6 | $550,000 | $10,000 | 1K570 0819000064 | Near Riverside, from Rubidoux Boulevard to Santa Ana River Bridge. On February 14, 2019 heavy rains caused a roadway shoulder washout. The washout was not discovered immediately as it was not visible from the roadway. This project will address immediate needs to clear debris, clean and repair drainage facilities, and reconstruct the shoulder and slopes. | $400,000 | $150,000 |
| 20 | 08-Riv-111 55.8/R63.4 | $4,300,000 | $50,000 | 1K530 0819000056 | Near Palm Springs, from 0.5 mile north of Gateway Drive to Route 10 (PM R63.378); also on Route 60, from 0.4 mile west of Redlands Boulevard to Jack Rabbit Trail (PM 20.0/28.0). On February 14, 2019 intense rainfall caused flooding, erosion, and undermining at various locations along Route 111 and Route 60. This project will excavate and backfill damaged roadway, remove debris, reconstruct slope embankment, and repair guardrail and damaged drainage systems. | $3,500,000 | $800,000 |

## 2.5f.(1) Informational Report - Emergency G-11 Allocations

| Project Number | Dist-Co-Rte Postmile | Allocation Amount | Right of Way Capital | EA Project ID | Location/Description | Construction | Construction Engineering |
|---|---|---|---|---|---|---|---|
| 21 | 08-Riv-243 0.0/28.0 | $32,650,000 | $200,000 | 1K520 0819000058 | Near Banning, from Route 74 to 0.3 mile south of Wesley Street; also on Route 74, from Willowbrook Road to 0.1 mile east of Devils Ladder Road (PM R47.0/70.0). On February 14, 2019 intense rainfall caused flooding, erosion, and undermining at various locations along Route 243 and Route 74. This project will excavate and backfill damaged roadway, remove debris, reconstruct slope embankment, and repair guardrail and damaged drainage systems. After the receding of flood water that then allowed assess to all damaged areas, supplemental funds became necessary to address expanded damaged locations. This supplemental is the same scope of work but is required to complete the project due to the increased magnitude of the damaged roadway. | $29,950,000 | $2,700,000 |

## 2.5f.(1) Informational Report - Emergency G-11 Allocations

| Project Number | Dist-Co-Rte Postmile | Allocation Amount | Right of Way Capital | EA Project ID | Location/Description | Construction | Construction Engineering |
|---|---|---|---|---|---|---|---|
| 22 | 10-Tuo-120 53.4 | $840,000 | $0 | 1K920 1019000117 | Near Buck Meadows, 1.7 miles east of Yosemite Lake Road. On March 10, 2019, embankment failure was observed after recent storm events that have damaged pavement, the slope, asphalt dike and a drainage system. This project will remove slide material and rebuild the failed slope, place Rock Slope Protection (RSP), repair pavement, culverts, and asphalt dike and the over-side drain. | $700,000 | $140,000 |

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

| Project Number | Allocation Amount | Dist-Co-Rte Postmile | EA Project ID | Location/Description | Construction | Construction Engineering |
|---|---|---|---|---|---|---|
| 1 | $810,000 | 03-El Dorado-50 6.5 | 1H440 0316000153 | In Cameron Park, at Cameron Park Drive. Improve safety by lowering existing sidewalk and fence to improve sight distance and upgrade curb ramps. This project will reduce the number and severity of collisions. | $535,000 | $275,000 |
| 2 | $2,846,000 | 04-Santa Clara-101 R8.8/R16.8 | 2J890 0415000022 | In and near Morgan Hill, from 0.3 mile south of Buena Vista Avenue to East Main Avenue. Improve safety by constructing rumble strips and concrete barrier, and install high visibility pavement striping. This project will reduce the number and severity of collisions. | $2,171,000 | $675,000 |
| 3 | $2,867,000 | 07-Los Angeles-110 28.7/29.4 | 32660 0716000117 | Near Highland Park, from 0.1 mile south of Avenue 60 to 0.1 mile south of York Boulevard. Improve safety by placing High Friction Surface Treatment (HFST). This project will reduce the number and severity of collisions. | $1,858,000 | $1,009,000 |
| 4 | $2,004,000 | 08-Riverside-62 81.6/82.2 | 1E611 0818000175 | Near Twentynine Palms, from 3.4 to 2.8 miles west of Route 177 Junction. Improve safety by widening shoulders to eight feet and installing shoulder and centerline rumble strips. This project will reduce the number and severity of collisions. | $1,365,000 | $639,000 |
| 5 | $1,450,000 | 08-San Bernardino-95 9.6/33.6 | 1F780 0815000047 | Near Needles, from Route 62 to 3.7 miles south of Havasu Lake Road.Improve safety by constructing ground-in shoulder and centerline rumble strips. This project will reduce the number and severity of collisions. | $1,000,000 | $450,000 |

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

| Project Number | Allocation Amount | Dist-Co-Rte Postmile | EA Project ID | Location/Description | Construction | Construction Engineering |
|---|---|---|---|---|---|---|
| 6 | $1,072,000 | 12-Orange-39 19.4 | 0Q290 1216000122 | In La Habra, at Fashion Square Lane. Improve safety by modifying the traffic signal and adding lighting. This project will reduce the number and severity of collisions. | $672,000 | $400,000 |

## 2.5f.(4) Informational Report - Minor Construction Program - Resolution G-05-05 Delegated Allocations

| Project Number | Original Estimate | Allocation Amount | Dist-Co-Rte Postmile | EA Project ID | Location/Description | Program Code |
|---|---|---|---|---|---|---|
| 1 | $500,000 | $555,000 | 03-Placer-80 3.0/3.2 | 2H280 0317000090 | Repair ramp meters and upgrade wiring. | 201.315 |
| 2 | $900,000 | $974,000 | 03-Placer-89 16.7/18.3 | 0F030 0300020570 | Install wire mesh drapery system. | 201.150 |
| 3 | $650,000 | $664,000 | 03-Sutter-20 R13.6/R13.8 | 0H890 0316000030 | Install a right turn lane. | 201.310 |
| 4 | $907,000 | $951,000 | 08-San Bernardino-71 R4.7 | 1J410 0818000040 | Widen exit ramp. | 201.310 |
| 5 | $1,247,000 | $1,166,000 | 08-San Bernardino-210 R25.5 | 1J390 0818000035 | Widen exit ramp. | 201.310 |
| 6 | $1,250,000 | $1,250,000 | 09-Mono-6 4.2/4.9 | 36980 0917000029 | Widen shoulders and construct a two-way left turn pocket. | 201.015 |

## 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<br>$3,310,000<br><br>Del Norte<br>01-DN-101<br>14.8/15.1 | Near Crescent City, from 1.0 mile to 1.3 miles north of Rudsill Road. Ongoing slide activity since March 7, 2016 has continued to cause damage within the Last Chance Grade slide complex. This project will stabilize the roadway from continuous and increased landslides. Work includes a minor adjustment to the roadway alignment to allow for both lanes to be opened to traffic, construct two retaining walls, replace a failed cross-culvert and down drain, and install a subsurface dewatering system. This supplemental is necessary to address further damage created by significant storm events on February 25, 2019. These events resulted in the need to remove additional rockfall, trees, and debris, repair pavement and guardrail, construct rockfall mitigation system, and rock scaling.<br><br>Initial G-11 Allocation 11/20/17: $9,200,000<br>Supplemental G-11 Allocation 04/17/19: $3,310,000<br>Revised Allocation: $12,510,000 | 01-1127<br>SHOPP/17-18<br>CON ENG<br>$660,000<br>CONST<br>$2,650,000<br>0118000075<br>4<br>0H700<br><br>Emergency | 001-0042 SHA<br>20.10.201.130<br><br>2018-19<br>302-0042 SHA<br>20.20.201.130 | $660,000<br><br>$2,650,000 |
| 2<br>$1,300,000<br><br>Humboldt<br>01-Hum-169<br>33.7 | Near Weitchpec, at 0.1 mile west of Route 96. Following heavy rains a slipout occurred in steep terrain and began to undermine the traveled way. Per the recommendation of geotechnical and hydraulics staff this project will construct Rock Slope Protection (RSP) Buttress, install underdrain, and improve roadside drainage.<br><br>Initial G-11 Allocation 03/26/19: $1,300,000<br>(Additional $10,000 was allocated for right of way purposes.) | 01-2529<br>SHOPP/18-19<br>CON ENG<br>$350,000<br>CONST<br>$950,000<br>0119000075<br>4<br>0J660<br><br>Emergency | 001-0042 SHA<br>20.10.201.130<br><br>2018-19<br>302-0042 SHA<br>20.20.201.130 | $350,000<br><br>$950,000 |
| 3<br>$4,750,000<br><br>Mendocino<br>01-Men-1<br>14.8 | Near Point Arena, at 0.1 mile south of Iverson Avenue. On February 28, 2019, following heavy rains a failed drainage system was discovered that resulted in loss of embankment, shoulder, and part of a lane. The joint on the inlet side of the existing small box culvert has failed completely causing the roadway embankment to be washed away during high flow events. The joint on the outlet side has signs of failure with visible voids in the roadway embankment. This project will remove the concrete box culvert and replace it with a larger precast box culvert, head/end wall and wingwalls, and have a fish passage design, repair roadway, provide temporary water diversion, and place erosion control measures.<br><br>Initial G-11 Allocation 04/08/19: $4,750,000<br>(Additional $75,000 was allocated for right of way purposes.) | 01-4728<br>SHOPP/18-19<br>CON ENG<br>$1,000,000<br>CONST<br>$3,750,000<br>0119000074<br>4<br>0J650<br><br>Emergency | 001-0042 SHA<br>20.10.201.130<br><br>2018-19<br>302-0042 SHA<br>20.20.201.130 | $1,000,000<br><br>$3,750,000 |
| 4<br>$6,000,000<br><br>Mendocino<br>01-Men-101<br>95.0/97.0 | Near Leggett, from 4.8 miles north of Route 1 to 5.0 miles south of Route 271. Heavy rainfall beginning in January 2019 resulted in landslide movement and consequent damage to the southbound lane and shoulder. This project will provide initial roadway stabilization measures, repair drainage systems, and provide erosion control.<br><br>Initial G-11 Allocation 03/26/19: $6,000,000<br>(Additional $50,000 was allocated for right of way purposes.) | 01-4729<br>SHOPP/18-19<br>CON ENG<br>$1,000,000<br>CONST<br>$5,000,000<br>0119000076<br>4<br>0J670<br><br>Emergency | 001-0042 SHA<br>20.10.201.130<br><br>2018-19<br>302-0042 SHA<br>20.20.201.130 | $1,000,000<br><br>$5,000,000 |

## 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** | | | |
| 5<br>$4,000,000<br><br>Trinity<br>02-Tri-36<br>15.0/17.0 | Near Forest Glen, from 0.7 mile east of Klondike Mine Road to 0.3 mile east of Glen Creek Road. Recent storm events over-saturated the slopes and caused multiple slides. These slides have now disturbed areas above the brow-line and created a higher risk of additional slides. This project will remove slide material, regrade slopes, increase catchment areas, and place cable mesh netting and Rock Slope Protection (RSP).<br><br>Initial G-11 Allocation 03/26/19: $4,000,000<br>(Additional $100,000 was allocated for right of way purposes.) | 02-3749<br>SHOPP/18-19<br>CON ENG<br>$1,000,000<br>CONST<br>$3,000,000<br>0219000088<br>4<br>0J320<br><br>Emergency | 001-0042 SHA<br>20.10.201.130<br><br>2018-19<br>302-0042 SHA<br>20.20.201.130 | $1,000,000<br><br>$3,000,000 |
| 6<br>$2,050,000<br><br>Trinity<br>02-Tri-36<br>R34.7 | Near Wildwood, 6.0 miles east of Route 3.On February 14, 2019, a slipout occurred due to saturated soil from ongoing rain events. The slipout damaged a culvert on the embankment. This project will repair the slipout by constructing a retaining system, installing guardrail, and repairing the culvert. This supplemental is needed as additional storms have prevented corrective work on the slipout but extended time required to maintain 24 hour traffic control operations. The continuing storms also caused additional damage to the site. The new scope is to construct a gabion wall with rock slope protection (RSP) instead of the retaining wall system.<br><br>Initial G-11 Allocation 03/01/19: $995,000<br>Supplemental G-11 Allocation 04/17/19: $2,050,000<br>Revised Allocation: $3,045,000<br>(Additional $20,000 was allocated for right of way purposes.) | 02-3748<br>SHOPP/18-19<br>CON ENG<br>$250,000<br>CONST<br>$1,800,000<br>0219000086<br>4<br>0J300<br><br>Emergency | 001-0042 SHA<br>20.10.201.130<br><br>2018-19<br>302-0042 SHA<br>20.20.201.130 | $250,000<br><br>$1,800,000 |
| 7<br>$2,500,000<br><br>Trinity<br>02-Tri-299<br>40.8/41.2 | Near Junction City, from 0.6 mile east of Valdor Drive to 0.1 mile west of Powerhouse Road. On January 6, 2019, a slide displaced approximately 1,000 cubic yards of material and closed the highway. Due to the unstable slope, rocks continue to fall from approximately 100 feet up the slope, further damaging the roadway. This project will bench back the slope, install rock containment fence (if necessary), and provide traffic control. This supplemental is necessary to haul away an additional 68,000 cubic yards of material not originally estimated. Additionally, the material disposal site is farther than the original planned location, requiring longer hauls.<br><br>Initial G-11 Allocation 01/11/19: $3,200,000<br>Supplemental G-11 Allocation 04/03/19: $2,500,000<br>Revised Allocation: $5,700,000 | 02-3745<br>SHOPP/18-19<br>CON ENG<br>$0<br>CONST<br>$2,500,000<br>0219000056<br>4<br>0J090<br><br>Emergency | 001-0042 SHA<br>20.10.201.130<br><br>2018-19<br>302-0042 SHA<br>20.20.201.130 | $0<br><br>$2,500,000 |
| 8<br>$1,200,000<br><br>Nevada<br>03-Nev-49<br>20.0/R32.6 | Near North San Juan, from 2.5 miles north of Newton Road to Middle Yuba River Bridge; also in Yuba County, from Middle Yuba River Bridge to 0.6 mile north of Camptonville Road (PM R0.0/6.0). Heavy rains commencing in early January 2019 and continuing into March 2019 have saturated the slopes and caused multiple slides and rockfalls onto the roadway. This project will flatten slopes, create catchment areas, repair drainage systems, remove trees, and place erosion control.<br><br>Initial G-11 Allocation 03/26/19: $1,200,000<br>(Additional $20,000 was allocated for right of way purposes.) | 03-4139<br>SHOPP/18-19<br>CON ENG<br>$200,000<br>CONST<br>$1,000,000<br>0319000142<br>4<br>0J040<br><br>Emergency | 001-0042 SHA<br>20.10.201.130<br><br>2018-19<br>302-0042 SHA<br>20.20.201.130 | $200,000<br><br>$1,000,000 |

## 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** | | | |
| 9<br>$700,000<br><br>Sacramento<br>03-Sac-50<br>R0.1 | In Sacramento, near Alhambra Boulevard Overcrossing. On February 22, 2019, heavy rains caused flooding of the number three and four lanes of Route 50 in the westbound direction. Investigation of the flooding determined it was caused by a control system failure in the groundwater pump plant. This project will replace the failed pumps and control system.<br><br>Initial G-11 Allocation 04/03/19: $700,000 | 03-6256<br>SHOPP/18-19<br>CON ENG<br>$100,000<br>CONST<br>$600,000<br>0319000151<br>4<br>0J070<br><br>Emergency | 001-0042 SHA<br>20.10.201.130<br><br>2018-19<br>302-0042 SHA<br>20.20.201.130 | $100,000<br><br>$600,000 |
| 10<br>$5,200,000<br><br>San Mateo<br>04-SM-1<br>37.7 | Near Montara, at 1.1 miles north of First Street. Recent winter storms saturated slopes and caused a slipout to occur that affected the traveled way. This project will construct a secant pile wall, install drainage system, and repair the roadway.<br><br>Initial G-11 Allocation 04/23/19: $5,200,000<br>(Additional $50,000 was allocated for right of way purposes.) | 04-2031A<br>SHOPP/18-19<br>CON ENG<br>$1,200,000<br>CONST<br>$4,000,000<br>0419000351<br>4<br>4Q140<br><br>Emergency | 001-0042 SHA<br>20.10.201.130<br><br>2018-19<br>302-0042 SHA<br>20.20.201.130 | $1,200,000<br><br>$4,000,000 |
| 11<br>$3,300,000<br><br>Sonoma<br>04-Son-1<br>11.2 | Near Bodega Bay, at 0.1 south of Bay Hill Road. After heavy rain storm in March 2019, a 60-inch culvert failed that caused pavement undermining and shoulder and embankment erosion. This project will repair the embankment and roadway, and replace the failed culvert with a larger 10-foot by 10-foot concrete box culvert that also meets permit requirements.<br><br>Initial G-11 Allocation 04/16/19: $3,300,000<br>(Additional $40,000 was allocated for right of way purposes.) | 04-2030G<br>SHOPP/18-19<br>CON ENG<br>$900,000<br>CONST<br>$2,400,000<br>0419000306<br>4<br>4Q030<br><br>Emergency | 001-0042 SHA<br>20.10.201.130<br><br>2018-19<br>302-0042 SHA<br>20.20.201.130 | $900,000<br><br>$2,400,000 |
| 12<br>$2,000,000<br><br>Sonoma<br>04-Son-1<br>24.6 | Near Jenner, at 0.6 mile north of Muniz Ranch Road. Winter storms beginning March 1, 2019 caused the roadway side slope to washout and damaged a culvert. An additional culvert has failed and caused material to erode and undermine the pavement. This project will replace the culverts, inject grout to fill embankment voids, and place Rock Slope Protection (RCP) on the side slope.<br><br>Initial G-11 Allocation 04/17/19: $2,000,000 | 04-2030F<br>SHOPP/18-19<br>CON ENG<br>$500,000<br>CONST<br>$1,500,000<br>0419000301<br>4<br>4Q020<br><br>Emergency | 001-0042 SHA<br>20.10.201.130<br><br>2018-19<br>302-0042 SHA<br>20.20.201.130 | $500,000<br><br>$1,500,000 |
| 13<br>$550,000<br><br>Santa Barbara<br>05-SB-1<br>Var | In Santa Barbara County, on Routes 1, 101, and 154 at various locations. Heavy rains beginning in February 2019 and continuing into March 2019, have caused rockfall and debris to damage barriers at multiple locations beyond state workforce ability to clear, maintain, and repair. This project will restore 500 linear feet of barrier, remove and haul off 1,000 cubic yards of slide material, and perform rock scaling.<br><br>Initial G-11 Allocation 03/26/19: $550,000 | 05-2914<br>SHOPP/18-19<br>CON ENG<br>$150,000<br>CONST<br>$400,000<br>0518000228<br>4<br>1K620<br><br>Emergency | 001-0042 SHA<br>20.10.201.130<br><br>2018-19<br>302-0042 SHA<br>20.20.201.130 | $150,000<br><br>$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** | | | |
| 14<br>$1,300,000<br><br>Mariposa<br>06-Mpa-41<br>2.0/2.2 | Near Fish Camp, from 2.0 miles north of Mariposa/Madera County line to 2.7 miles south of Yosemite National Park. Recent storm events commencing in January 2019, and continued through March 2019, caused water to seep into the fill in a burn scar area and through perforations in a culvert, resulting in a slipout. This project will reconstruct embankment and roadway, replace culvert, and place erosion control.<br><br>Initial G-11 Allocation 04/16/19: $1,300,000 | 06-7006<br>SHOPP/18-19<br>CON ENG<br>$300,000<br>CONST<br>$1,000,000<br>0619000173<br>4<br>0Y910<br><br>Emergency | 001-0042 SHA<br>20.10.201.130<br><br>2018-19<br>302-0042 SHA<br>20.20.201.130 | $300,000<br><br>$1,000,000 |
| 15<br>$40,000<br><br>Los Angeles<br>07-LA-5<br>26.6/31.3 | In Burbank, from 0.2 mile north of North Zoo Drive to Winona Avenue. Repair water saturated failed concrete slabs, repair drainage system, and repair asphalt roadway pavement with digout repairs and an overlay. This supplemental is necessary to closeout the project. Previously calculated Tentative Agreements (TAs) had calculated the labor rate as straight time when it should have been premium time.<br><br>Initial G-11 Allocation 03/14/17: $770,000<br>Supplemental G-11 Allocation 04/23/19: $40,000<br>Revised Allocation: $810,000 | 07-5260<br>SHOPP/16-17<br>CON ENG<br>$5,000<br>CONST<br>$35,000<br>0717000254<br>4<br>1XE00<br><br>Emergency | 001-0042 SHA<br>20.10.201.130<br><br>2018-19<br>302-0042 SHA<br>20.20.201.130 | $5,000<br><br>$35,000 |
| 16<br>$750,000<br><br>Los Angeles<br>07-LA-118<br>R5.7 | In the city of Los Angeles, near Porter Ranch at Reseda Boulevard. On March 12, 2019, a sinkhole developed at the westbound offramp and undermined lane one and lane two requiring the offramp to be closed. This project will repair the damaged roadway, reconstruct guardrail, and repair asphalt dike and irrigation pipe.<br><br>Initial G-11 Allocation 04/03/19: $750,000 | 07-5560<br>SHOPP/18-19<br>CON ENG<br>$200,000<br>CONST<br>$550,000<br>0719000210<br>4<br>1XM20<br><br>Emergency | 001-0042 SHA<br>20.10.201.130<br><br>2018-19<br>302-0042 SHA<br>20.20.201.130 | $200,000<br><br>$550,000 |
| 17<br>$600,000<br><br>Los Angeles<br>07-LA-210<br>R11.3 | Near Shadow Hills, at Sunland Boulevard; also in La Canada Flintridge, at Route 2 (PM R19.05). On March 7, 2019 a winter storm caused damage to Route 210 that created a sinkhole in an unpaved area and washout on a cut slope causing debris to accumulate on the right shoulder. The slide damaged an existing thirty inch corrugated metal pipe culvert and the asphalt dike. This project will reconstruct the eroded slope, clean and repair the damaged drainage system, repair the roadway and asphalt dike, and place erosion control on the slope.<br><br>Initial G-11 Allocation 04/03/19: $600,000<br>(Additional $50,000 was allocated for right of way purposes.) | 07-5557<br>SHOPP/18-19<br>CON ENG<br>$200,000<br>CONST<br>$400,000<br>0719000207<br>4<br>1XL90<br><br>Emergency | 001-0042 SHA<br>20.10.201.130<br><br>2018-19<br>302-0042 SHA<br>20.20.201.130 | $200,000<br><br>$400,000 |
| 18<br>$740,000<br><br>Ventura<br>07-Ven-150<br>R23.1/31.1 | Near Santa Paula, from 0.1 mile west of Old Walnut Road to 0.3 mile west of Bridge Road. On March 7, 2019, a large storm event caused a sinkhole to develop in an unpaved area of the shoulder. Also, drainage systems were damaged and a slide occurred consisting of rock boulders and other debris. This project will reconstruct the shoulder, repair drainage systems, and remove slide debris.<br><br>Initial G-11 Allocation 04/08/19: $740,000<br>(Additional $10,000 was allocated for right of way purposes.) | 07-5559<br>SHOPP/18-19<br>CON ENG<br>$250,000<br>CONST<br>$490,000<br>0719000208<br>4<br>1XM10<br><br>Emergency | 001-0042 SHA<br>20.10.201.130<br><br>2018-19<br>302-0042 SHA<br>20.20.201.130 | $250,000<br><br>$490,000 |

## 2.5 Highway Financial Matters

| Project No.<br>Amount<br>County<br>Dist-Co-Rte<br>Postmile | Location<br>Project Description<br>Allocation History | PPNO<br>Program/Year<br>Project ID<br>Adv Phase<br>EA | Budget Year<br>Item #<br>Fund Type<br>Program Code | Amount by<br>Fund Type |
|---|---|---|---|---|
| **2.5f.(1)** | **Informational Report - Emergency G-11 Allocations** | | | |
| 19<br>$550,000<br><br>Riverside<br>08-Riv-60<br>9.6/10.6 | Near Riverside, from Rubidoux Boulevard to Santa Ana River Bridge. On February 14, 2019 heavy rains caused a roadway shoulder washout. The washout was not discovered immediately as it was not visible from the roadway. This project will address immediate needs to clear debris, clean and repair drainage facilities, and reconstruct the shoulder and slopes.<br><br>Initial G-11 Allocation 03/26/19: $550,000<br>(Additional $10,000 was allocated for right of way purposes.) | 08-3013R<br>SHOPP/18-19<br>CON ENG<br>$150,000<br>CONST<br>$400,000<br>0819000064<br>4<br>1K570<br><br>Emergency | 001-0042 SHA<br>20.10.201.130<br><br>2018-19<br>302-0042 SHA<br>20.20.201.130 | $150,000<br><br><br><br>$400,000 |
| 20<br>$4,300,000<br><br>Riverside<br>08-Riv-111<br>55.8/R63.4 | Near Palm Springs, from 0.5 mile north of Gateway Drive to Route 10 (PM R63.378); also on Route 60, from 0.4 mile west of Redlands Boulevard to Jack Rabbit Trail (PM 20.0/28.0). On February 14, 2019 intense rainfall caused flooding, erosion, and undermining at various locations along Route 111 and Route 60. This project will excavate and backfill damaged roadway, remove debris, reconstruct slope embankment, and repair guardrail and damaged drainage systems.<br><br>Initial G-11 Allocation 03/05/19: $4,300,000<br>(Additional $50,000 was allocated for right of way purposes.) | 08-3013P<br>SHOPP/18-19<br>CON ENG<br>$800,000<br>CONST<br>$3,500,000<br>0819000056<br>4<br>1K530<br><br>Emergency | 001-0042 SHA<br>20.10.201.130<br><br>2018-19<br>302-0042 SHA<br>20.20.201.130 | $800,000<br><br><br><br>$3,500,000 |
| 21<br>$32,650,000<br><br>Riverside<br>08-Riv-243<br>0.0/28.0 | Near Banning, from Route 74 to 0.3 mile south of Wesley Street; also on Route 74, from Willowbrook Road to 0.1 mile east of Devils Ladder Road (PM R47.0/70.0). On February 14, 2019 intense rainfall caused flooding, erosion, and undermining at various locations along Route 243 and Route 74. This project will excavate and backfill damaged roadway, remove debris, reconstruct slope embankment, and repair guardrail and damaged drainage systems. After the receding of flood water that then allowed assess to all damaged areas, supplemental funds became necessary to address expanded damaged locations. This supplemental is the same scope of work but is required to complete the project due to the increased magnitude of the damaged roadway.<br><br>Initial G-11 Allocation 03/05/19: $9,150,000<br>Supplemental G-11 Allocation 04/16/19: $23,500,000<br>Revised Allocation: $32,650,000<br>(Additional $200,000 was allocated for right of way purposes.) | 08-3013N<br>SHOPP/18-19<br>CON ENG<br>$2,700,000<br>CONST<br>$29,950,000<br>0819000058<br>4<br>1K520<br><br>Emergency | 001-0042 SHA<br>20.10.201.130<br><br>2018-19<br>302-0042 SHA<br>20.20.201.130 | $2,700,000<br><br><br><br>$29,950,000 |
| 22<br>$840,000<br><br>Tuolumne<br>10-Tuo-120<br>53.4 | Near Buck Meadows, 1.7 miles east of Yosemite Lake Road. On March 10, 2019, embankment failure was observed after recent storm events that have damaged pavement, the slope, asphalt dike and a drainage system. This project will remove slide material and rebuild the failed slope, place Rock Slope Protection (RSP), repair pavement, culverts, and asphalt dike and the over-side drain.<br><br>Initial G-11 Allocation 04/10/19: $840,000 | 10-3459<br>SHOPP/18-19<br>CON ENG<br>$140,000<br>CONST<br>$700,000<br>1019000117<br>4<br>1K920<br><br>Emergency | 001-0042 SHA<br>20.10.201.130<br><br>2018-19<br>302-0042 SHA<br>20.20.201.130 | $140,000<br><br><br><br>$700,000 |

## 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** | | | |
| 1<br>$810,000<br><br>El Dorado<br>03-ED-50<br>6.5 | In Cameron Park, at Cameron Park Drive. Outcome/Output: Improve safety by lowering existing sidewalk and fence to improve sight distance and upgrade curb ramps. This project will reduce the number and severity of collisions.<br><br>Performance Measure:<br>Planned: 16, Actual: 16 Collision(s) reduced<br><br>Preliminary Engineering — Budget — Expended<br>PA&ED — $250,000 — $179,281<br>PS&E — $860,000 — $776,429<br>R/W Sup — $129,000 — $94,874<br><br>(CEQA - CE, 12/20/2017; Re-validation 3/12/2019)<br>(NEPA - CE, 12/20/2017; Re-validation 3/12/2019)<br><br>Allocation Date: 04/11/19 | 03-3316<br>SHOPP/18-19<br>CON ENG<br>$450,000<br>CONST<br>$1,200,000<br>0316000153<br>4<br>1H440 | 001-0042 SHA<br>001-0890 FTF<br>20.10.201.010<br><br>2018-19<br>302-0042 SHA<br>302-0890 FTF<br>20.20.201.010 | $5,000<br>$270,000<br>$275,000<br><br><br>$53,000<br>$482,000<br>$535,000 |
| 2<br>$2,846,000<br><br>Santa Clara<br>04-SCl-101<br>R8.8/R16.8 | In and near Morgan Hill, from 0.3 mile south of Buena Vista Avenue to East Main Avenue. Outcome/Output: Improve safety by constructing rumble strips and concrete barrier, and install high visibility pavement striping. This project will reduce the number and severity of collisions.<br><br>Performance Measure:<br>Planned: 85, Actual: 85 Collision(s) reduced<br><br>Preliminary Engineering — Budget — Expended<br>PA&ED — $310,000 — $300,466<br>PS&E — $450,000 — $389,986<br>R/W Sup — $75,000 — $7,068<br><br>(CEQA - CE, 5/7/2018; Re-validation 3/28/2019)<br>(NEPA - CE, 5/7/2018; Re-validation 3/28/2019)<br><br>Allocation Date: 05/06/18 | 04-1483F<br>SHOPP/18-19<br>CON ENG<br>$675,000<br>CONST<br>$2,420,000<br>0415000022<br>4<br>2J890 | 001-0042 SHA<br>001-0890 FTF<br>20.10.201.010<br><br>2018-19<br>302-0042 SHA<br>302-0890 FTF<br>20.20.201.010 | $13,000<br>$662,000<br>$675,000<br><br><br>$43,000<br>$2,128,000<br>$2,171,000 |

## 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<br>$2,867,000<br><br>Los Angeles<br>07-LA-110<br>28.7/29.4 | Near Highland Park, from 0.1 mile south of Avenue 60 to 0.1 mile south of York Boulevard. Outcome/Output: Improve safety by placing High Friction Surface Treatment (HFST). This project will reduce the number and severity of collisions.<br><br>Performance Measure:<br>Planned: 436, Actual: 436 Collision(s) reduced<br><br>Preliminary<br>Engineering / Budget / Expended<br>PA&ED $600,000 $201,252<br>PS&E $1,265,000 $380,861<br>R/W Sup $15,000 $2,832<br><br>(CEQA - CE, 5/10/2018; Re-validation 3/14/2019)<br>(NEPA - CE, 5/10/2018; Re-validation 3/14/2019)<br><br>Allocation Date: 05/15/19 | 07-5037<br>SHOPP/18-19<br>CON ENG<br>$885,000<br>CONST<br>$2,059,000<br>0716000117<br>4<br>32660 | 001-0042 SHA<br>001-0890 FTF<br>20.10.201.010<br><br>2018-19<br>302-0042 SHA<br>302-0890 FTF<br>20.20.201.010 | $85,000<br>$924,000<br>$1,009,000<br><br><br>$157,000<br>$1,701,000<br>$1,858,000 |
| 4<br>$2,004,000<br><br>Riverside<br>08-Riv-62<br>81.6/82.2 | Near Twentynine Palms, from 3.4 to 2.8 miles west of Route 177 Junction. Outcome/Output: Improve safety by widening shoulders to eight feet and installing shoulder and centerline rumble strips. This project will reduce the number and severity of collisions.<br><br>Performance Measure:<br>Planned: 8, Actual: 8 Collision(s) reduced<br><br>Preliminary<br>Engineering / Budget / Expended<br>PA&ED $0 $0<br>PS&E $320,000 $307,925<br>R/W Sup $75,000 $46,690<br><br>(CEQA - CE, 10/23/2018; Re-validation 12/19/2018)<br>(NEPA - CE, 10/23/2018; Re-validation 12/19/2018)<br><br>Allocation Date: 05/03/19 | 08-3010Q<br>SHOPP/18-19<br>CON ENG<br>$639,000<br>CONST<br>$1,200,000<br>0818000175<br>4<br>1E611 | 001-0042 SHA<br>001-0890 FTF<br>20.10.201.010<br><br>2018-19<br>302-0042 SHA<br>302-0890 FTF<br>20.20.201.010 | $13,000<br>$626,000<br>$639,000<br><br><br>$27,000<br>$1,338,000<br>$1,365,000 |

## 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** | | | |
| 5<br>$1,450,000<br><br>San Bernardino<br>08-SBd-95<br>9.6/33.6 | Near Needles, from Route 62 to 3.7 miles south of Havasu Lake Road. Outcome/Output: Improve safety by constructing ground-in shoulder and centerline rumble strips. This project will reduce the number and severity of collisions.<br><br>Performance Measure:<br>Planned: 57, Actual: 67 Collision(s) reduced<br><br>Preliminary<br>Engineering / Budget / Expended<br>PA&ED $650,000 $172,950<br>PS&E $700,000 $313,602<br>R/W Sup $30,000 $3,307<br><br>(CEQA - CE, 2/27/2018; Re-validation 11/16/2018)<br>(NEPA - CE, 2/27/2018; Re-validation 11/16/2018)<br><br>Allocation Date: 04/24/19 | 08-3006H<br>SHOPP/19-20<br>CON ENG<br>$450,000<br>CONST<br>$1,390,000<br>0815000047<br>4<br>1F780 | 001-0042 SHA<br>001-0890 FTF<br>20.10.201.010<br><br>2018-19<br>302-0042 SHA<br>302-0890 FTF<br>20.20.201.010 | $9,000<br>$441,000<br>$450,000<br><br><br>$20,000<br>$980,000<br>$1,000,000 |
| 6<br>$1,072,000<br><br>Orange<br>12-Ora-39<br>19.4 | In La Habra, at Fashion Square Lane. Outcome/Output: Improve safety by modifying the traffic signal and adding lighting. This project will reduce the number and severity of collisions.<br><br>Performance Measure:<br>Planned: 25, Actual: 25 Collision(s) reduced<br><br>Preliminary<br>Engineering / Budget / Expended<br>PA&ED $185,000 $168,755<br>PS&E $575,000 $346,493<br>R/W Sup $0 $0<br><br>(CEQA - CE, 5/11/2018; Re-validation 4/17/2019)<br>(NEPA - CE, 5/11/2018; Re-validation 4/17/2019)<br><br>Allocation Date: 05/03/19 | 12-3279<br>SHOPP/18-19<br>CON ENG<br>$400,000<br>CONST<br>$820,000<br>1216000122<br>4<br>0Q290 | 001-0042 SHA<br>001-0890 FTF<br>20.10.201.010<br><br>2018-19<br>302-0042 SHA<br>302-0890 FTF<br>20.20.201.010 | $8,000<br>$392,000<br>$400,000<br><br><br>$13,000<br>$659,000<br>$672,000 |

## 2.5 Highway Financial Matters

| # | Dist | County | Route | Postmile | Location/Description | EA1 | Program Code | Original Est. | Allocations |
|---|---|---|---|---|---|---|---|---|---|
| **2.5f.(4)** | **Informational Report - Minor Construction Program - Resolution G-05-16 Delegated Allocations** | | | | | | | | |
| 1 | 03 | Pla | 80 | 3.0/3.2 | Repair ramp meters and upgrade wiring. | 2H280 | 201.315 | $500,000 | $555,000 |
| 2 | 03 | Pla | 89 | 16.7/18.3 | Install wire mesh drapery system. | 0F030 | 201.150 | $900,000 | $974,000 |
| 3 | 03 | Sut | 20 | R13.6/R13.8 | Install a right turn lane. | 0H890 | 201.310 | $650,000 | $664,000 |
| 4 | 08 | SBd | 71 | R4.7 | Widen exit ramp. | 1J410 | 201.310 | $907,000 | $951,000 |
| 5 | 08 | SBd | 210 | R25.5 | Widen exit ramp. | 1J390 | 201.310 | $1,247,000 | $1,166,000 |
| 6 | 09 | Mno | 6 | 4.2/4.9 | Widen shoulders and construct a two-way left turn pocket. | 36980 | 201.015 | $1,250,000 | $1,250,000 |

State of California
**DEPARTMENT OF TRANSPORTATION**

California State Transportation Agency

# MEMORANDUM

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

**CTC Meeting**: June 26-27, 2019

**From**: STEVEN KECK, Chief Financial Officer

**Reference Number**: 3.2a., Information Item

**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 May 21, 2019, 395 projects totaling $3.02 billion have been awarded.

In 2018-19, the Commission voted 304 State-Administered STIP, SHOPP, and Proposition 1B projects on the State Highway System. As of May 21, 2019, 254 projects totaling $1.91 billion have been 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.

Attachments

# Voted Not Awarded Project Status

**Projects with Time Extensions Award Status**

**Reference No.: 3.2a**
**June 26-27, 2019**

| Voted in FY 2017-2018 | | | | CTC Meeting Date | Voted Amount (x $1,000) | Time Extension Approved | Updated Award Deadline |
|---|---|---|---|---|---|---|---|
| No. | Dist EA | PPNO | Work Description | | | | |
| 1 | 04-1G840 | 0730E | In Sebastopol, from Keating Avenue to Willow Street in southbound direction (Main Street); also from McKinley Street to Joe Rodora Trail in northbound direction (Petaluma Avenue). Upgrade curb ramps, driveways and sidewalks. | Aug-2017 | $4,091 | Mar-2018 | 10/31/2019 |
| 2 | 04-15500 | 0064A | In Alameda, Contra Costa, and Solano Counties, on Routes 80, 580 and 980 at various locations. Install traffic operations systems (TOS). **Unpar** | Oct-2017 | $40,973 | May-2018 | 6/30/2019 |
| 3 | 07-30130 | 4702 | In Burbank, from Verdugo Avenue to Magnolia Boulevard. Rehabilitate pavement. | Mar-2018 | $16,739 | Oct-2018 | 9/30/2019 |
| 4 | 10-1C460 | 3202 | In Tuolumne, Stanislaus, and Mariposa counties, on Routes 120 and 108 at various locations. Install centerline, shoulder, and edge-line rumble strips. | Mar-2018 | $1,817 | Oct-2018 | 9/30/2019 |

| Voted in FY 2018-2019 | | | | CTC Meeting Date | Voted Amount (x $1,000) | Time Extension Approved | Updated Award Deadline |
|---|---|---|---|---|---|---|---|
| No. | Dist EA | PPNO | Work Description | | | | |
| 1 | 04-4G820 | 0350H | In San Rafael, from Route 101 northbound off-ramp to 2nd Street at San Rafael Harbor Bridge No. 27-0033. Replace bridge. | Aug-2018 | $ 15,875 | Mar-2019 | 2/29/2020 |
| 2 | 06-0U020 | 6750 | In various counties, on various routes. Establish mitigation bank for future Caltrans projects in Districts 6 and 10 to protect the California Tiger Salamander. | Aug-2018 | $ 2,025 | Mar-2019 | 8/31/2019 |
| 3 | 08-1C38U | 3008U | In Beaumont and Banning from Jct 10/60 Separation to 10/111 Separation. Pavement replacement and upgrade curb ramps. Combined 1C210 and 1C380. | Aug-2018 | $ 228,814 | Mar-2019 | 12/31/2019 |

# Voted Not Awarded Project Status

**6-month Project Award Status, FY 18-19**

**Reference No.: 3.2a**
**June 26-27, 2019**

| No. | Dist EA | PPNO | Work Description | CTC Meeting Date | Voted Amount (x $1,000) | Award Deadline | Project Status |
|---|---|---|---|---|---|---|---|
| 1 | 01-0A041 | 3128 | Near Middletown, from east of Putah Creek Bridge to Dry Creek Bridge. Environmental mitigation and long-term planting for EA 0A040 /PPNO 01-3080. | Dec-2018 | $ 900 | 6/30/2019 | The Department plans to award by 6/30/19. |

# Voted Not Awarded Project Status

**4-month Project Award Status, FY 18-19**

**Reference No.: 3.2a**
**June 26-27, 2019**

| No. | Dist EA | PPNO | Work Description | CTC Meeting Date | Voted Amount (x $1,000) | Award Deadline | Project Status |
|---|---|---|---|---|---|---|---|
| 1 | 03-1A920 | 8132 | Near Yuba City, from east end of Sutter Bypass to Lytle Road. Rehabilitate roadway, widen shoulders, and replace Wadsworth Canal Bridge No.18-0003. | Jan-2019 | $ 30,790 | 7/31/2019 | The Department plans to award by 7/31/19. |
| 2 | 04-0J570 | 0480C | Near Point Reyes Station, at Millerton Gulch Bridge No. 27-0114. Environmental mitigation for emergency project EA 4K500. | Jan-2019 | $ 1,666 | 7/31/2019 | The Department plans to award by 7/31/19. |
| 3 | 07-31360 | 4847 | Near Pyramid Lake, 4.4 miles north of Templin Highway. Remove and replace two sections of damaged reinforced concrete pipe. | Jan-2019 | $ 2,787 | 7/31/2019 | The Department plans to award by 7/31/19. |

State of California
**DEPARTMENT OF TRANSPORTATION**

California State Transportation Agency

# MEMORANDUM

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

**CTC Meeting**: June 26-27, 2019

**From**: STEVEN KECK, Chief Financial Officer

**Reference Number**: 3.2b., Action Item

**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 May 6, 2019, 12 projects totaling $10,078,000 have been awarded. Two projects have approved time extensions.

In 2018-19, the Commission allocated $26,323,000 to construct 12 locally-administered STIP projects. As of May 6, 2019, five projects totaling $13,893,000 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.

**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 | 1 | 0 | 0 | 1 |
| January 2019 | 1 | $3,328 | 0 | 0 | 1 | 0 |
| March 2019 | 3 | $3,778 | 0 | 0 | 3 | 0 |
| May 2019 | 2 | $2,130 | 0 | 0 | 2 | 0 |
| **Total** | **12** | **$26,323** | **5** | **0** | **7** | **5** |

**Local STIP Projects, Beyond Four Months of Construction Allocation, Not Yet Awarded**

| Agency Name | Project Title | PPNO | Allocation Date | Award Deadline | Allocation Amount | Project Status |
|---|---|---|---|---|---|---|
| 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** | | | | | **$9,122,000** | |

[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)

State of California
**DEPARTMENT OF TRANSPORTATION**

California State Transportation Agency

# MEMORANDUM

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

**CTC Meeting**: June 26-27, 2019

**From**: STEVEN KECK, Chief Financial Officer

**Reference Number**: 3.2c., Action Item

**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 May 6, 2019, 78 projects totaling $73,794,000 have been awarded. Nine projects have approved time extensions. Two projects have deferred time extensions.

In 2018-19, the Commission allocated $67,918,000 to construct 57 ATP projects. As of May 6, 2019, seventeen projects totaling $12,194,000 have been awarded. One project has an approved time extension. Two projects have concurrent time extension requests on the June 2019 Commission meeting agenda.

## BACKGROUND:

Current ATP Guidelines require projects to be ready to proceed to construction within six months of allocation. The policy also requires the Department to report to the Commission on those projects that have not been awarded within four months of allocation.

**FY 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 | 6 | 0 | 0 | 6 |
| October 2018 | 4 | $1,225 | 3 | 0 | 3 | 3 |
| December 2018 | 6 | $8,819 | 3 | 0 | 3 | 3 |
| January 2019 | 12 | $10,653 | 5 | 0 | 7 | 5 |
| March 2019 | 11 | $24,020 | 0 | 0 | 11 | 0 |
| May 2019 | 18 | $20,796 | 0 | 0 | 18 | 0 |
| **Total** | **57** | **$67,918** | **17** | **0** | **40** | **17** |

Note: Includes all ATP Infrastructure and Non-Infrastructure projects.

**ATP Projects, Beyond Four Months of Construction Allocation, Not Yet Awarded**

| Agency Name | Project Title | PPNO | Allocation Date | Award Deadline | Allocation Amount | Project Status |
|---|---|---|---|---|---|---|
| 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. |
| 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 | [1]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 | [2]The project will be awarded by the extended deadline. |
| Riverside County | 3rd Place Sidewalk and Roadway Safety Improvements | 08-1177 | December 6, 2018 | June 30, 2019 | $595,000 | 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 | [2]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 | [2]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 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. |
| 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. |
| Fresno County | Biola Sidewalk Project | 06-6833 | January 31, 2019 | July 31, 2019 | $493,000 | 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 | A Concurrent Time Extension was submitted for the June 2019 meeting. |
| City of Stockton | Active Safe Routes to Schools | 10-3289 | January 31, 2019 | July 31, 2019 | $359,000 | A Concurrent Time Extension was submitted for the June 2019 meeting. |
| City of Los Angeles | San Fernando Road Bike Path-Phase 3 | 07-5190 | March 22, 2018 | August 31, 2019 | $21,195,000 | [3]The project will be awarded by the extended deadline. |
| City of Berkeley | Berkeley 9th Street Bicycle Boulevard Extension Pathway Phase II | 04-2190Q | May 17, 2018 | November 30, 2019 | $705,000 | [4]The project will be awarded by the extended deadline. |
| City of Tehachapi | Rail Corridor Pedestrian Safety Project | 09-0670 | May 17, 2018 | November 30, 2019 | $2,042,000 | [4]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 | [5]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 | [6]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 | [5]The project will be awarded by the extended deadline. |
| **Grand Total** | | | | | **$54,027,000** | |

[1] This extended deadline was approved in June 2018 (Waiver 17-30)
[2] This extended deadline was approved in January 2019 (Waiver 19-02)
[3] This extended deadline was approved in August 2018 (Waiver 18-40)
[4] This extended deadline was approved in October 2018 (Waiver 18-46)
[5] This extended deadline was approved in December 2018 (Waiver 18-51)
[6] This extended deadline was approved in March 2019 (Waiver 19-09)

# MEMORANDUM

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

**CTC Meeting**: June 26-27, 2019

**From**: STEVEN KECK, Chief Financial Officer

**Reference Number**: 3.3, Information Item

**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 THE TIMELY USE 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 2018-19, the Commission allocated 470 SHOPP preconstruction support phases. As of May 21, 2019, 419 phases have expenditures. Two phases have been rescinded.

Two phases allocated at the October 2018 Commission meeting, have been rescinded. Three phases allocated in December 2018 have yet to accrue expenditures. Eleven phases allocated in January 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.

Attachments

# Voted Not Expended Project Status

**FY 17-18 Pre-Construction Allocations for SHOPP Projects**

**Project Phases with Time Extensions**

**Reference No.: 3.3**

**June 26-27, 2019**

| No. | Dist-EA | PPNO | Work Description | Phase | CTC Meeting Date | Allocation Amount (x1000) | Time Extension Approved | Updated Expenditure Deadline |
|---|---|---|---|---|---|---|---|---|
| 1 | 07-33520 | 5196 | Near Healdsburg, from south of Lytton Springs Road to South Geyserville Avenue. Rehabilitate or replace damaged drainage systems at two locations. | PA&ED | Mar-2018 | $1,400 | Oct-2018 | 9/30/2019 |

# Voted Not Expended Project Status

**FY 18-19 Pre-Construction Allocations for SHOPP Projects**

**6-month Project Status**

**Reference No.: 3.3**

**June 26-27, 2019**

| No. | Dist-EA | PPNO | Work Description | Phase | CTC Meeting Date | Expenditure Deadline | Allocation Amount (x1000) | Project Status |
|---|---|---|---|---|---|---|---|---|
| 1 | 04-2K330 | 1459C | Near Healdsburg, from south of Lytton Springs Road to South Geyserville Avenue. Rehabilitate or replace damaged drainage systems at two locations. | PA&ED | Dec-2018 | 6/30/2019 | $824 | Time Extension submitted for June 2019 CTC Meeting |
| 2 | 03-1H820 | 6248 | In and near Rancho Cordova and Folsom, from Sunrise Boulevard to the county line; also in El Dorado County near El Dorado Hills, from the county line to Silva Valley Parkway (PM 0.0/1.7). Install fiber optic cable. | PS&E | Dec-2018 | 6/30/2019 | $950 | The Department plans to expend by 6/30/19. |
| 3 | 03-1H820 | 6248 | In and near Rancho Cordova and Folsom, from Sunrise Boulevard to the county line; also in El Dorado County near El Dorado Hills, from the county line to Silva Valley Parkway (PM 0.0/1.7). Install fiber optic cable. | R/W | Dec-2018 | 6/30/2019 | $110 | The Department plans to expend by 6/30/19. |

# Voted Not Expended Project Status

**FY 18-19 Pre-Construction Allocations for SHOPP Projects**

**4-month Project Status**

**Reference No.: 3.3**

**June 26-27, 2019**

| No. | Dist-EA | PPNO | Work Description | Phase | CTC Meeting Date | Expenditure Deadline | Allocation Amount (x1000) | Project Status |
|---|---|---|---|---|---|---|---|---|
| 1 | 01-0A120 | 2302 | In Humboldt County, on Routes 96 and 101 at various locations. Seismic retrofit three bridges. | R/W | Jan-2019 | 07/31/2019 | $171 | The Department plans to expend by 7/31/19. |
| 2 | 03-3H400 | 7807 | Near Sierraville, from 2.9 miles to 3.2 miles North of Yuba Pass Campground. Improve roadway cross slope and widen shoulders. | PS&E | Jan-2019 | 07/31/2019 | $520 | The Department plans to expend by 7/31/19. |
| 3 | 03-4H110 | 4309 | Near Soda Springs, from east of South Yuba River Bridge to the Nevada County line; also in Nevada County from Placer County line to east of Soda Springs Overcrossing (PM 0.0/R3.0). Install concrete gutter to repair shoulder damage at various locations | PS&E | Jan-2019 | 07/31/2019 | $1,510 | The Department plans to expend by 7/31/19. |
| 4 | 03-4H110 | 4309 | Near Soda Springs, from east of South Yuba River Bridge to the Nevada County line; also in Nevada County from Placer County line to east of Soda Springs Overcrossing (PM 0.0/R3.0). Install concrete gutter to repair shoulder damage at various locations | R/W | Jan-2019 | 07/31/2019 | $120 | The Department plans to expend by 7/31/19. |
| 5 | 04-0P580 | 1463A | Near Woodside, from the Santa Clara County line to Route 84 (PM 2.121/10.518). Install curve warning signs, enhanced visibility striping, pavement markings with audible traffic stripe systems, and optical speed bars. | PA&ED | Jan-2019 | 7/31/2019 | $566 | The Department plans to expend by 7/31/19. |
| 6 | 04-2K350 | 1462P | Near Cloverdale, at 0.4 mile south of the Mendocino County line. Restore slope, rebuild damaged gutter and install erosion control measures. | PA&ED | Jan-2019 | 7/31/2019 | $840 | The Department plans to expend by 7/31/19. |
| 7 | 04-4K400 | 1464A | In and near the cities of Alameda, Emeryville, Berkeley, Albany, and San Leandro on Routes 61, 123, and 185 at various locations. Install vehicle speed feedback signs and upgrade signal to standard. | PA&ED | Jan-2019 | 7/31/2019 | $303 | The Department plans to expend by 7/31/19. |
| 8 | 05-1H000 | 2631 | In and near Pacific Grove, from Forest Avenue to Route 1. Upgrade Americans with Disabilities Act (ADA) curb ramps, cold plane pavement and place Rubberized Hot Mix Asphalt (RHMA) pavement. | PS&E | Jan-2019 | 7/31/2019 | $1,638 | The Department plans to expend by 7/31/19. |
| 9 | 05-1H000 | 2631 | In and near Pacific Grove, from Forest Avenue to Route 1. Upgrade Americans with Disabilities Act (ADA) curb ramps, cold plane pavement and place Rubberized Hot Mix Asphalt (RHMA) pavement. | R/W | Jan-2019 | 7/31/2019 | $312 | The Department plans to expend by 7/31/19. |
| 10 | 07-30480 | 4721 | In Carson, at Dolores Yard Overhead No. 53-1168. Upgrade bridge drainage system. | PS&E | Jan-2019 | 7/31/2019 | $624 | The Department plans to expend by 7/31/19. |
| 11 | 07-31730 | 4906 | In various cities, from Route 5 to San Bernardino County line; also on Route 710, from Ocean Boulevard to Valley Boulevard (PM 5.6/T27.4). Replace existing signs with retro-reflective sheeting. | PS&E | Jan-2019 | 7/31/2019 | $1,081 | The Department plans to expend by 7/31/19. |

# Voted Not Expended Project Status

**FY 17-18 Pre-Construction Allocations for SHOPP Projects**

**Project Phases with Time Extensions**

**Reference No.: 3.3**

**June 26-27, 2019**

| No. | Dist-EA | PPNO | Work Description | Phase | CTC Meeting Date | Allocation Amount (x1000) | Time Extension Approved | Updated Expenditure Deadline |
|---|---|---|---|---|---|---|---|---|
| 1 | 07-33520 | 5196 | In Pasadena and South Pasadena, at the Fair Oaks Avenue northbound offramp. The city of South Pasadena will Advertise, Award, and Administer (AAA) the project construction contract ramp. Widen ramp from two lanes to four lanes. | PA&ED | Mar-2018 | $1,400 | Oct-2018 | 9/30/2019 |

State of California
**DEPARTMENT OF TRANSPORTATION**

California State Transportation Agency

# MEMORANDUM

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

**CTC Meeting**: June 26-27, 2019

**From**: STEVEN KECK, Chief Financial Officer

**Reference Number**: 3.5, Information Item

**Prepared By**: Clark Paulsen, Chief
Division of Budgets

**Subject**: **FISCAL YEAR 2018-19 – THIRD QUARTER FINANCE REPORT**

## SUMMARY:

The California Department of Transportation (Department) will present the Division of Budgets Fiscal Year (FY) 2018-19 Finance Report, for the third quarter, to the California Transportation Commission (Commission) at its June 26-27, 2019, as an informational item.

## BACKGROUND:

The purpose of the quarterly Finance Report is to provide the Commission with the status of capital allocations versus capacity and to report any trends or issues that may require action by the Department or the Commission regarding transportation funding policy, allocation capacity, or forecast methodology to ensure the efficient and prudent management of transportation resources.

Attachment



# Department of Transportation
# Quarterly Finance Report

# Third Quarter
# 2018-19

Department of Transportation
Division of Budgets

The purpose of the Quarterly Finance Report is to provide the California Transportation Commission (Commission) with the status of capital allocations versus capacity and to report any trends or issues that may require action by the California Department of Transportation (Department) or Commission regarding transportation funding policy, allocation capacity, or forecast methodology to ensure the efficient and prudent management of transportation resources. Below is the schedule of dates for the development of the fiscal year 2017-18 and 2018-19 Quarterly Finance Reports.

| California Department of Transportation | | | |
|---|---|---|---|
| **Quarterly Finance Report** | | | |
| **Schedule of Reports** | | | |
| | | | |
| **Fiscal Year** | **Quarterly Report** | **Activity** | **Date** |
| **2018-19** | **2017-18 Q4** | **Close of Quarter** | **6/30/18** |
| | | **Quarterly Report to Commission Staff** | **8/30/18** |
| | | **Presented to Commission** | **10/17/18** |
| | **2018-19 Q1** | **Close of Quarter** | **9/30/18** |
| | | **Quarterly Report to Commission Staff** | **11/15/18** |
| | | **Presented to Commission** | **12/5/18** |
| | **2018-19 Q2** | **Close of Quarter** | **12/31/18** |
| | | **Quarterly Report to Commission Staff** | **2/15/19** |
| | | **Presented to Commission** | **3/13/19** |
| | **2018-19 Q3** | **Close of Quarter** | **3/31/19** |
| | | **Quarterly Report to Commission Staff** | **5/15/19** |
| | | **Presented to Commission** | **6/26/19** |
| **2019-20** | **2018-19 Q4** | **Close of Quarter** | **6/30/19** |
| | | **Quarterly Report to Commission Staff** | **8/30/19** |
| | | **Presented to Commission** | **10/9/19** |

# Department of Transportation Quarterly Finance Report

*Third Quarter 2018-19*

## EXECUTIVE SUMMARY

**2018-19 Capital Allocations vs. Capacity**
**Summary through March 31, 2019**
**($ in millions)**

| | SHOPP[1] | STIP[1] | 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[2] | -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]Proposition 1B Bonds included in totals for 2018-19.

[2]Authorized changes include project increases and decreases pursuant to the Commission's G-12 process and project rescissions.

Through the third quarter of fiscal year 2018-19, the California Transportation Commission (Commission) has allocated approximately $4.4 billion toward 637 projects. Adjustments totaled negative $100 million, leaving approximately $2.6 billion (38 percent) in remaining allocation capacity. Aeronautics Program capacity decreased $2.6 million to reflect the actual transfer from the Local Airport Loan Account (LALA) to the Aeronautics Account (AERO), which was less than originally requested.

The California Department of Transportation's (Department) main accounts referenced in Appendix C ended the third quarter with a higher than projected cash balance. The variances are primarily due to expenditures that were lower than projected and transfers that did not occur as anticipated.

During the third quarter, the State Treasurer's Office (STO) conducted a bond sale to refund four series of general obligation (GO) bonds previously issued in April 2009. The STO also issued the Department approximately $9 million in commercial paper and closed out a series of GO bond tax certificates for which bond proceeds have been fully expended. The Department received no upfront proceeds from the sale of GO bonds for use on Proposition 1B projects during the quarter.

On February 15, 2019, the President signed into law the federal budget covering the remaining seven months of the federal fiscal year. Due to the long-term instability of funding at the federal level, the Department will continue to closely monitor and provide updates to the Commission.

## STATE BUDGET OUTLOOK

On January 10, 2019, Governor Newsom released his fiscal year 2019-20 Budget Proposal. The Governor's Budget proposes $14.6 billion in expenditures for the Department, which reflects an increase of approximately $408 million from the 2018-19 Enacted Budget.

Prior to Senate Bill (SB) 1, statute required that the California Board of Equalization (BOE) adjust the Price-Based Excise Tax (PBET) on gasoline annually prior to March 1 in order to maintain revenue neutrality with the sales tax it replaced. Adjusted rates were effective July 1 of each year. Current law replaces the PBET with an incremental excise tax rate of 17.3 cents per gallon effective July 1, 2019. As a result, the BOE no longer votes on fuel excise tax rates, and will instead adjust the taxes imposed on July 1, 2020, and every year thereafter, by a percentage amount equal to the increase in the California Consumer Price Index as calculated by the Department of Finance (DOF).

## STATE HIGHWAY OPERATION AND PROTECTION PROGRAM (SHOPP)

| State Highway Operation and Protection Program ($ in millions) | | | | | |
|---|---|---|---|---|---|
| **Fund** | **Allocation Capacity** | **Allocations to Date** | **Adjustments** | **Net Allocations** | **Remaining Capacity** |
| **SHA** | $500 | $511 | -$13 | $498 | $2 |
| **FTF** | 1,400 | 1,678 | -70 | 1,608 | -208 |
| **RMRA** | 1,217 | 272 | -21 | 251 | 966 |
| **Proposition 1B** | 32 | 0 | 0 | 0 | 32 |
| **Total** | **$3,149** | **$2,461** | **-$104** | **$2,358** | **$791** |

Note: Amounts may not sum to totals due to independent rounding

### Capital Allocations vs. Capacity

The Commission allocated approximately $2.4 billion toward 314 SHOPP projects through the third quarter. Adjustments totaled negative $104 million, leaving approximately $791 million (25 percent) in remaining allocation capacity.

### Outlook for Funding & Allocations

**State Highway Account (SHA).** Net allocations totaling $498 million were committed toward projects through the third quarter, leaving approximately $2 million in remaining allocation capacity. For the 2018-19 fiscal year, the PBET rate remains unchanged from the 2017-18 rate of 11.7 cents per gallon due to the BOE failing to adopt a new rate. SB 1 included the replacement of PBET with an incremental tax of 17.3 cents per gallon beginning July 1, 2019.

**Federal Trust Fund (FTF).** Net allocations totaling $1.6 billion were committed toward federally eligible SHOPP projects through the third quarter. Due to the long-term instability of funding at the federal level, the Department will continue to closely monitor and provide updates to the Commission.

**Road Maintenance and Rehabilitation Account (RMRA).** Net allocations totaling approximately $251 million were committed toward SHOPP projects through the third quarter, leaving approximately $1 billion in remaining allocation capacity.

**Proposition 1B.** No SHOPP Proposition 1B projects were allocated during the third quarter.

### Recommendations

The Department will continue to monitor SHOPP resources and advise the Commission of any concerns or changes.

## STATE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

| State Transportation Improvement Program ($ in millions) | | | | | |
|---|---|---|---|---|---|
| **Fund** | **Allocation Capacity** | **Allocations to Date** | **Adjustments** | **Net Allocations** | **Remaining Capacity** |
| **SHA** | $350 | $86 | -$2 | $83 | $267 |
| **FTF** | 100 | 373 | 3 | 376 | -276 |
| **PTA** | 51 | 44 | 0 | 44 | 7 |
| **Proposition 1B STIP** | 19 | 17 | 2 | 19 | 0 |
| **Total** | **$520** | **$519** | **$3** | **$522** | **-$2** |

Note: Amounts may not sum to totals due to independent rounding

### Capital Allocations vs. Capacity

The Commission allocated $522 million toward 89 STIP projects through the third quarter. Adjustments totaled $3 million, resulting in an overallocation of approximately $2 million. This overage will be offset by a decrease to 2019-20 capacity.

### Outlook for Funding & Allocations

**SHA.** Net allocations totaling $83 million were committed toward projects through the third quarter, leaving approximately $267 million in remaining capacity that will be used to offset FTF allocations. As mentioned previously, the PBET rate on gasoline remains at 11.7 cents per gallon for 2018-19. Despite the additional resources generated by SB 1, only a small portion supports the STIP. SB 1 included the replacement of PBET with an incremental tax of 17.3 cents per gallon beginning July 1, 2019.

**FTF.** Net allocations totaling $376 million were committed toward federally eligible STIP projects through the third quarter. This resulted in an over-allocation of $276 million, which is almost entirely offset by unused state capacity. Due to the long-term instability of funding at the federal level, the Department will continue to closely monitor and provide updates to the Commission.

**Public Transportation Account (PTA).** Commission has allocated $44 million in PTA STIP capacity through the third quarter, leaving approximately $7 million in remaining capacity.

**Proposition 1B.** Net allocations totaling $19 million were committed toward a STIP Proposition 1B project.

### Recommendations

The Department will continue to monitor STIP resources and advise the Commission of any concerns or changes.

## AERONAUTICS (AERO) PROGRAM

| Aeronautics Program ($ in millions) | | | | | |
|---|---|---|---|---|---|
| **Fund** | **Allocation Capacity** | **Allocations to Date** | **Adjustments** | **Net Allocations** | **Remaining Capacity** |
| **AERO Account** | $2.8 | $1.4 | $0 | $1.4 | $1.4 |
| **Total** | **$2.8** | **$1.4** | **$0** | **$1.4** | **$1.4** |

Note: Amounts may not sum to totals due to independent rounding.

### Capital Allocations vs. Capacity

The Commission allocated a lump-sum of $1.4 million toward the Airport Improvement Program, and the Program has sub-allocated approximately $741,000 through the third quarter. There were no Acquisition and Development actions during the third quarter. The DOF approved a $1.4 million transfer from the LALA to the AERO Account for 2018-19, which was received during the third quarter. The original allocation capacity of $5.4 million, which was contingent upon DOF approval of $4 million transfer from LALA, was subsequently reduced to $2.8 million.

### Outlook for Funding & Allocations

The 2018 AERO Account Fund Estimate was approved by the Commission on August 16, 2017, and assumed a $4 million transfer from the LALA to the AERO Account in 2018-19. This transfer required the approval of both the Commission and the DOF. In December 2018, DOF signed an Executive Order for $1.4 million from the LALA, and the transfer occurred in January 2019. These resources will be used to provide relief to the AERO Account, in order to fund program grants.

### Recommendations

The 2018-19 allocation capacity was based in-part on a $4 million transfer from the LALA, however, the approval of $1.4 million by DOF effectively reduced available capacity to $2.8 million. The status of possible future transfers will be monitored closely, and the Department recommends the Commission delay allocations in excess of currently available resources at this time.

## LOCAL PARTNERSHIP PROGRAM (LPP)

| Local Partnership Program ($ in millions) | | | | | |
|---|---|---|---|---|---|
| **Fund** | **Allocation Capacity** | **Allocations to Date** | **Adjustments** | **Net Allocations** | **Remaining Capacity** |
| **RMRA** | $355 | $195 | $0 | $195 | $160 |
| **Total** | **$355** | **$195** | **$0** | **$195** | **$160** |

Note: Amounts may not sum to totals due to independent rounding

### Capital Allocations vs. Capacity

The Commission allocated $195 million toward 38 LPP projects through the third quarter, leaving $160 million (45 percent) in remaining allocation capacity.

### Outlook for Funding & Allocations

A program of projects for both the formulaic and competitive elements of LPP was originally adopted by the Commission in 2017-18. The initial cycle of the formulaic element covers 2017-18 and 2018-19, and the Cycle 2 program was adopted during the second quarter of 2018-19. The initial cycle for the competitive program covers 2017-18 through 2019-20, and an amended project list was adopted during the second quarter of 2018-19. Workshops covering the Cycle 2 timeline and the development of program guidelines occurred in March 2019.

### Recommendations

The Department will continue to monitor LPP resources and advise the Commission of any changes or issues.

## SOLUTIONS FOR CONGESTED CORRIDORS PROGRAM (SCCP)

| Solutions for Congested Corridors Program ($ in millions) | | | | | |
|---|---|---|---|---|---|
| **Fund** | **Allocation Capacity** | **Allocations to Date** | **Adjustments** | **Net Allocations** | **Remaining Capacity** |
| **SHA** | $486 | $401 | $0 | $401 | $85 |
| **Total** | **$486** | **$401** | **$0** | **$401** | **$85** |

Note: Amounts may not sum to totals due to independent rounding

### Capital Allocations vs. Capacity

The Commission allocated $401 million toward six SCCP projects through the third quarter, leaving $85 million (17 percent) in remaining allocation capacity.

### Outlook for Funding & Allocations

A program of projects for the initial cycle was adopted by the Commission in 2017-18. An amended program of projects was adopted during the second quarter of 2018-19. Workshops covering the timeline and the development of program guidelines occurred in March 2019.

### Recommendations

The Department will continue to monitor SCCP resources and advise the Commission of any changes or issues.

# TRADE CORRIDOR ENHANCEMENT PROGRAM (TCEP)

| Trade Corridor Enhancement Program ($ in millions) | | | | | |
|---|---|---|---|---|---|
| **Fund** | **Allocation Capacity** | **Allocations to Date** | **Adjustments** | **Net Allocations** | **Remaining Capacity** |
| **TCEA** | $432 | $60 | $0 | $60 | $372 |
| **FTF** | 297 | 277 | 0 | 277 | 20 |
| **Total** | **$729** | **$337** | **$0** | **$337** | **$392** |

Note: Amounts may not sum to totals due to independent rounding

## Capital Allocations vs. Capacity

The Commission allocated $337 million toward 11 TCEP projects through the third quarter, leaving $392 million (54 percent) in remaining allocation capacity.

## Outlook for Funding & Allocations

An amended program of projects, with technical adjustments, was adopted by the Commission during the first quarter of 2018-19. Workshops covering the timeline and the development of program guidelines occurred in March 2019.

## Recommendations

The Department will continue to monitor TCEP resources and advise the Commission of any changes or issues.

# ACTIVE TRANSPORTATION PROGRAM (ATP)

| Active Transportation Program ($ in millions) | | | | | |
|---|---|---|---|---|---|
| Fund | Allocation Capacity | Allocations to Date | Adjustments | Net Allocations | Remaining Capacity |
| **SHA** | $38 | $10 | $0 | $10 | $28 |
| **FTF** | 120 | 15 | 0 | 15 | 105 |
| **RMRA** | 158 | 39 | 0 | 39 | 119 |
| **Total** | **$316** | **$64** | **$0** | **$64** | **$252** |

Note: Amounts may not sum to totals due to independent rounding

## Capital Allocations vs. Capacity

The Commission allocated $64 million toward 85 ATP projects through the third quarter, leaving $252 million (80 percent) in remaining allocation capacity.

## Outlook for Funding & Allocations

The 2018-19 allocation capacity for the ATP is consistent with the Adopted 2017 ATP Fund Estimate. Total allocation capacity incorporates $100 million in resources from the RMRA, as well as 2017-18 carryover capacity.

## Recommendations

The Department will continue to monitor ATP resources and advise the Commission of any changes or issues.

## TRANSIT AND INTERCITY RAIL CAPITAL PROGRAM (TIRCP)

| Transit and Intercity Rail Capital Program ($ in millions) | | | | | |
|---|---|---|---|---|---|
| **Fund** | **Allocation Capacity** | **Allocations to Date** | **Adjustments** | **Net Allocations** | **Remaining Capacity** |
| **Cap-and-Trade** | $532 | $150 | $0 | $150 | $382 |
| **PTA** | 628 | 268 | 0 | 268 | 360 |
| **Total** | **$1,160** | **$418** | **$0** | **$418** | **$742** |

Note: Amounts may not sum to totals due to independent rounding.

### Capital Allocations vs. Capacity

The Commission allocated $418 million toward 51 TIRCP projects through the third quarter, leaving approximately $742 million (64 percent) in remaining allocation capacity. Approximately $71 million of PTA allocations represent the current-year need for the Altamont Corridor Express Expansion – Lathrop to Merced project, which was authorized by SB 132, and was not allocated by the Commission.

### Outlook for Funding & Allocations

SB 1 authorizes allocation of a portion of new resources from the PTA toward the TIRCP. These new resources are included as part of the allocation capacity. In addition, the TIRCP receives a percentage of the annual Cap-and-Trade auction proceeds. Actual proceeds vary throughout the year based on individual auction results, with the TIRCP receiving 10 percent of the total proceeds. The next auction is scheduled to occur on May 14, 2019.

### Recommendations

TIRCP revenues are subject to change, dependent in-part on sales at Cap-and-Trade auctions. The Department will monitor the program and, if necessary, will recommend modifications to the Commission.

## PROPOSITION 1A & 1B BONDS

| Proposition 1A & 1B Bonds ($ in millions) | | | |
|---|---|---|---|
| **Fund** | **Allocation Capacity** | **Allocations to Date** | **Remaining Capacity** |
| **Proposition 1A** | $102 | $0 | $102 |
| **CMIA** | 0 | 0 | 0 |
| **TCIF** | 29 | 5 | 23 |
| **Intercity Rail** | 39 | 5 | 35 |
| **Local Bridge Seismic** | 21 | 0 | 21 |
| **Grade Separations**[1] | 4 | 0 | 4 |
| **Traffic Light Synchronization** | 0 | 0 | 0 |
| **Route 99** | 14 | 20 | -7 |
| **Total** | **$209** | **$30** | **$179** |

Note: Amounts may not sum to totals due to independent rounding.
[1]Highway-Railroad Crossing Safety Account (HRCSA)

### Capital Allocations vs. Capacity

The Commission allocated approximately $30 million toward 43 bond projects through the third quarter, leaving $179 million (85 percent) in remaining allocation capacity. State Route 99 allocations are accompanied by a $7 million Budget Revision request that was submitted to DOF immediately following the Commission allocation.

### Outlook for Funding & Allocations

In February 2019, the STO issued the Department $8.9 million in commercial paper for use on Proposition 1B Local Transit projects. The Department received no upfront proceeds from the sale of GO bonds for use on Proposition 1B projects during the quarter.

In February and March 2019, the STO effectively closed out a series of GO bond tax certificates for which bond proceeds have been fully expended. Close out of the certificates was accomplished by amending the certificates to replace upfront proceeds on individual projects, which were estimated at the time of the bond issuances, with actual project expenditures.

In March 2019, the STO conducted a bond sale to refund two series of GO bonds previously issued in April 2009 for Proposition 1B Department and Proposition 1B Local Transit, one series of GO bonds previously issued in April 2009 for Proposition 116 (Clean Air and Transportation Improvement Bond Act of 1990), and one series of GO bonds previously issued in April 2009 for Proposition 192 (Seismic Retrofit Bond of 1996).

Taking into account CTC allocations through March 2019, approximately 72 percent of Proposition 1B capacity is available for allocation in fiscal year 2018-19, plus additional estimated authority in future years. These amounts largely consist of authority for the use of potential savings consistent with the Proposition 1B savings policy adopted by the Commission in January 2014.

### Recommendations

The Department will continue to monitor Bond resources and advise the Commission of any concerns or changes.

## APPENDICES

**Appendix A ..... Allocation Capacity and Assumptions**

**Appendix B ..... Authorized Changes**

**Appendix C ..... Cash Forecasts**

- **Forecast Methodology**
- **State Highway Account**
- **Public Transportation Account**
- **Traffic Congestion Relief Fund**
- **Transportation Deferred Investment Fund**

**Appendix D ..... Federal Emergency Projects**

**Appendix E ..... Transportation Loans**

- **Status of Outstanding Transportation Loans, as of March 31, 2019**
- **Interfund Transportation Loans**

## APPENDIX A – ALLOCATION CAPACITY AND ASSUMPTIONS

| 2018-19 Final Allocation Capacity By Fund and Program ($ in millions) | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| **Fund** | **SHOPP** | **STIP** | **AERO[1]** | **LPP** | **SCCP** | **TCEP** | **ATP** | **TIRCP** | **BONDS** | **TOTAL** |
| SHA | $500 | $350 | $0 | $0 | $486 | $0 | $38 | $0 | $0 | $1,374 |
| FTF | 1,400 | 100 | 0 | 0 | 0 | 297 | 120 | 0 | 0 | 1,917 |
| RMRA | 1,217 | 0 | 0 | 355 | 0 | 0 | 158 | 0 | 0 | 1,730 |
| TCEA | 0 | 0 | 0 | 0 | 0 | 432 | 0 | 0 | 0 | 432 |
| PTA | 0 | 51 | 0 | 0 | 0 | 0 | 0 | 628 | 0 | 679 |
| AERO | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| Cap and Trade | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 532 | 0 | 532 |
| Proposition 1A Bonds[2] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 102 | 102 |
| Proposition 1B Bonds[2] | 32 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 107 | 158 |
| **Total Capacity** | **$3,149** | **$520** | **$3** | **$355** | **$486** | **$729** | **$316** | **$1,160** | **$209** | **$6,926** |

Note: Amounts may not sum to totals due to independent rounding.
[1]Aeronautics allocation capacity contingent upon DOF approval of LALA transfer.
[2]Subject to Bond sales.

The 2018-19 allocation capacity of approximately $6.9 billion is based by program on the following:

- The SHOPP SHA, FTF, and RMRA allocation capacities are based on:
  - The 2018-19 Enacted Budget revenue and expenditure estimates,
  - The 2018 STIP Fund Estimate (FE) estimated federal receipts and August Redistribution,
  - The SHA prudent cash balance of $415 million,
  - 2017-18 RMRA carryover allocation capacity,
  - SB 1 projections provided by DOF

- The STIP SHA, FTF, and PTA allocation capacities are based on:
  - The 2018-19 Enacted Budget revenue and expenditure estimates,
  - The 2018 STIP FE estimated federal receipts and August Redistribution,
  - The SHA prudent cash balance of $415 million,
  - The PTA prudent cash balance of $100 million,
  - 2017-18 carryover allocation capacity

- The AERO capacity is based on the 2018 AERO Program FE and was reduced by $2.6 million to reflect DOF's approval of a $1.4 million transfer from the LALA instead of $4 million outlined in the FE.

- The LPP capacity is based on the statutory allocation of $200 million from the RMRA, and approximately $155 million in carryover capacity.

- The SCCP capacity is based on the statutory allocation of $250 million from the SHA, and approximately $236 million in carryover capacity.

- The TCEP capacity is based on the 2018-19 Enacted Budget and estimated Federal funds.

- The ATP capacity is based on the Adopted 2017 ATP FE and projects with time extensions approved by the Commission. The ATP capacity also incorporates the following assumptions:
  - Federal Highway Safety Improvement Program funds are not incorporated into the ATP,
  - State and federal resources are forecasted to remain stable,
  - SB 1 statutory allocation of $100 million from RMRA,
  - 2017-18 RMRA carryover allocation capacity

- The TIRCP capacity is based on the 2018-19 Enacted Budget's projected Cap and Trade revenues and projected allocations into the PTA pursuant to SB 1.

- Bond capacity is based on remaining bond authority, budget authority, and any administrative costs.
  - Proposition 1A and 1B capacities are based on the 2018-19 Enacted Budget and includes
    2017-18 remaining authority. The bond capacities are also dependent on the sale of sufficient bonds for funding.
  - Allocation capacities for the Transportation Facilities Account (TFA), Highway-Railroad Crossing Safety Account (HRCSA), and Trade Corridors Improvement Fund (TCIF), are a result of project close-out and administrative savings.
  - Capacities for Inter-City Rail, Local Bridge Seismic Retrofit Account (LBSRA), and SHOPP are based on the allocation of originally programmed projects.

# APPENDIX B – AUTHORIZED CHANGES

| 2018-19 Authorized Changes<br>Summary through March 31, 2019<br>($ in millions) | | | | | | |
|---|---|---|---|---|---|---|
| Program | Increases | | Decreases | | Total Count[3] | Net $ Change |
| | Count | $ | Count | $ | | |
| **SHOPP**[1] | 113 | $78.4 | 195 | -$182.0 | 308 | -$103.5 |
| **STIP**[2] | 3 | 3.1 | 3 | -0.02 | 6 | 3.1 |
| **TOTAL** | **116** | **$81.5** | **198** | **-$182.0** | **314** | **-$100.5** |

Note: Amounts may not sum to totals due to independent rounding

[1]Includes SHOPP and Proposition 1B Bond G-12 (SHOPP Augmentation) adjustments.

[2]Includes STIP and Proposition 1B Bond G-12 (TFA) adjustments.

[3]May include net zero adjustments.

## Summary of Authorized Changes

**SHOPP.** The Department has processed 113 project increases, totaling $78 million (approximately $694,000 per authorization). The Department has also processed 195 project decreases, totaling negative $182 million (negative $933,000 per authorization). The net change of the 308 allocation adjustments represent a savings of almost $104 million.

**STIP.** The Department has processed three project increases, totaling $3 million (approximately $1 million per authorization). The Department has also processed three project decreases totaling $19,000 ($6,000 per authorization). The net change of the six allocation adjustments is an increase of $3 million.

## Background

Commission Resolution G-16-12, which amends Resolution G-09-12, (Resolution G-12) allows for the Director of the Department to adjust project allocations within specific limits. It is intended that the Director's approved "decreases" will offset the Director's approved "increases." These authorized changes are known as G-12 authority. This delegation of authority greatly reduces the volume of financial transactions submitted to the Commission and increases the efficiency of the Department in processing changes. The Resolution G-12 requires that the Department report on all project capital outlay allocation changes made under this delegation to the Commission's Executive Director on a monthly basis. The Department provides a detailed, project by project, report to Commission staff each month.

## APPENDIX C – CASH FORECASTS – FORECAST METHODOLOGY

### Methodology and Assumptions

The cash forecasts for the SHA, PTA, TCRF, and TDIF are used by the Department to estimate and monitor the cash balance of transportation funds, to determine the level of allocations that can be supported, and to prepare for low or high cash periods. Variances are identified and reported to management and the Commission. If necessary, adjustments are made to capital allocation levels, funding policy, or forecast methodology.

The 2018-19 cash forecasts are based on the following assumptions:

- State Operations projections are based on historical trends and assumes an approximately 3 percent increase each year, based on the DOF's Price Letter.
- Includes the most current expenditure projections available for Right-of-Way, SHOPP and STIP.
- Capital Outlay and Local Assistance expenditures are based on actual and projected Commission allocations using historical and seasonal construction patterns.
- Monthly adjustments are not forecasted, since they comprise timing differences between the Department's accounting system and the State Controller's Office (SCO). These adjustments include short-term loans made to the General Fund (GF), short-term loan repayments, Plans of Financial Adjustments, funds transferred in and out, and reimbursements.
- Federal receipts are based on the 2018 STIP FE.

**SHA**

- Weight fee and excise tax revenue projections provided by the DOF.
- All other revenues are based on historical trends.
- Continued monthly transfers of weight fee revenues to the Transportation Debt Service Fund (TDSF).
- Prudent cash balance of $415 million.

**PTA**

- Revenue projections provided by the DOF.
- PTA's portion of TIRCP is based on DRMT materials and is considered expended in the same fiscal year as programmed.
- Prudent cash balance of $100 million.

**TCRF**

- Tribal gaming loan repayment of $235 million transferred to the TCRF, however, $75 million will be subsequently transferred to the SHA, $85 million to the PTA, and $75 million for local agencies.

**TDIF**

- No resources will be received and no transfers will occur within the TDIF.

## APPENDIX C – CASH FORECASTS – FORECAST METHODOLOGY (SB 1 FUNDS)

### Methodology and Assumptions

The Department will be responsible for monitoring and reporting to the Commission on the newly created RMRA and Trade Corridor Enhancement Account (TCEA). The initial collection of revenue for these funds began on November 1, 2017. Resources will be compared to projections developed by the DOF, and used to monitor the cash balance and to determine allocations in future years.

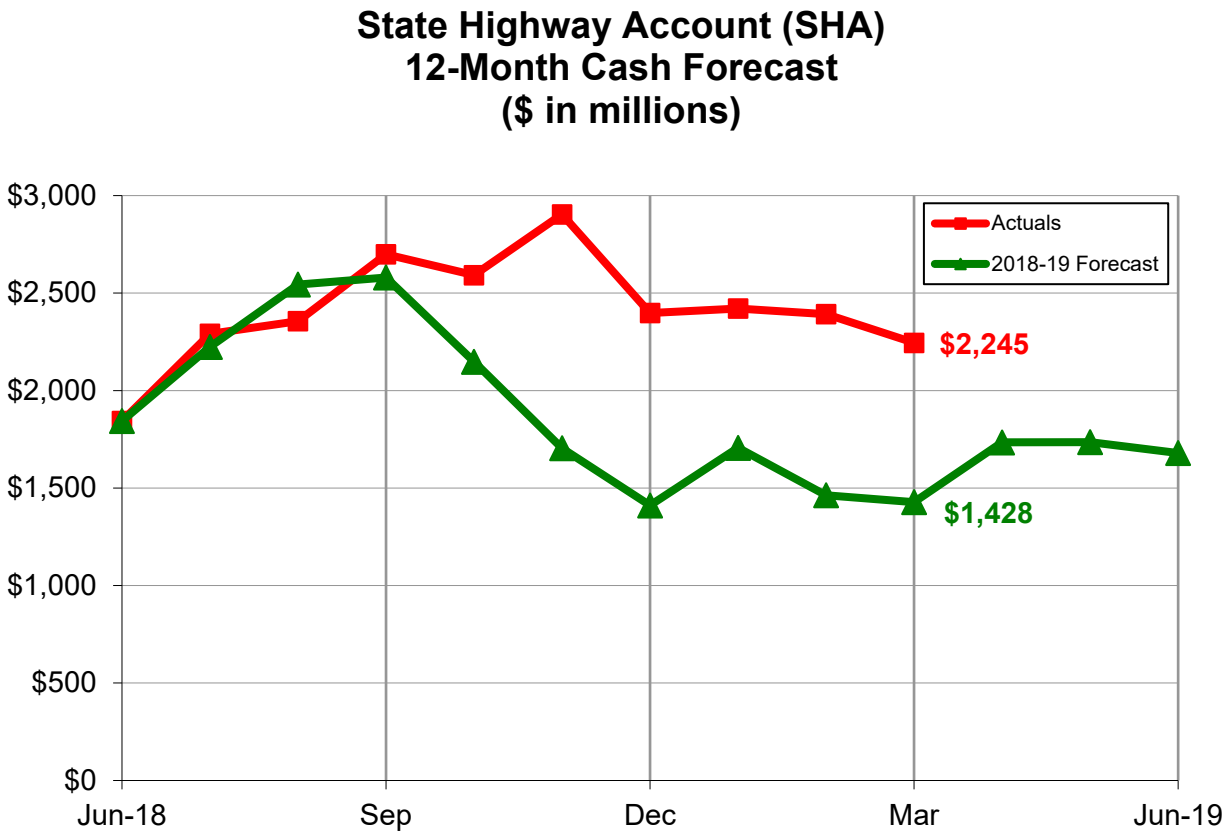
**RMRA**

- New excise taxes (12 cents per gallon on gasoline and fifty percent of the 20 cents per gallon on diesel) effective on November 1, 2017, and the majority of revenue generated is deposited into the account.
- A new Transportation Improvement Fee effective on January 1, 2018, and the majority of revenue generated is deposited into the account.

**TCEA**

- New excise tax (50 percent of the 20 cents per gallon on diesel) effective on November 1, 2017, and the revenue generated is deposited into the account.

## APPENDIX C – CASH FORECASTS – STATE HIGHWAY ACCOUNT




### Year-to-Date SHA Summary

The SHA ending cash balance for the third quarter was approximately $2.2 billion, $817 million (57 percent) above the forecasted amount of $1.4 billion. The variance is partly due to fuel taxes that were transferred by the SCO earlier than their published schedule and expenditures that were lower than forecast. Revenues totaled $1.20 billion, $51 million (4 percent) above forecast. Net transfers totaled $1.78 billion, $329 million (23 percent) above forecast. Expenditures totaled $2.98 billion, $118 million (4 percent) below forecast. Adjustments, which represent timing differences between the Department's accounting system and the SCO's accounting system, totaled $400 million.

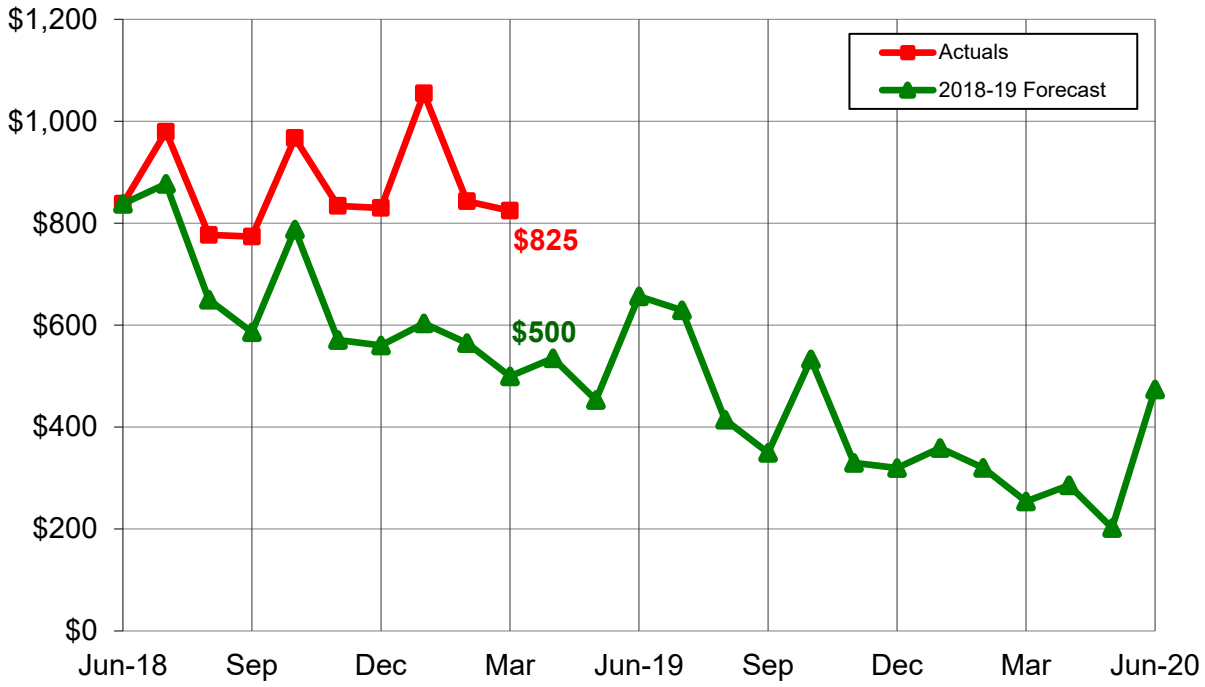
### Year-to-Date Reconciliation

| ($ in millions) | Forecast | Actual | Difference | % |
|---|---|---|---|---|
| **Beginning Cash Balance** | **$1,844** | **$1,844** | **N/A** | |
| Revenues | 1,153 | 1,203 | 51 | |
| Transfers | 1,446 | 1,775 | 329 | |
| Expenditures | -3,095 | -2,978 | 118 | |
| Adjustments | 80 | 400 | 320 | |
| **Ending Cash Balance** | **$1,428** | **$2,245** | **$817** | **57%** |

Note: Amounts may not sum to totals due to independent rounding

## APPENDIX C – CASH FORECASTS – PUBLIC TRANSPORTATION ACCOUNT

**Public Transportation Account (PTA)**
**12-Month Cash Forecast**
**($ in millions)**




### Year-to-Date PTA Summary

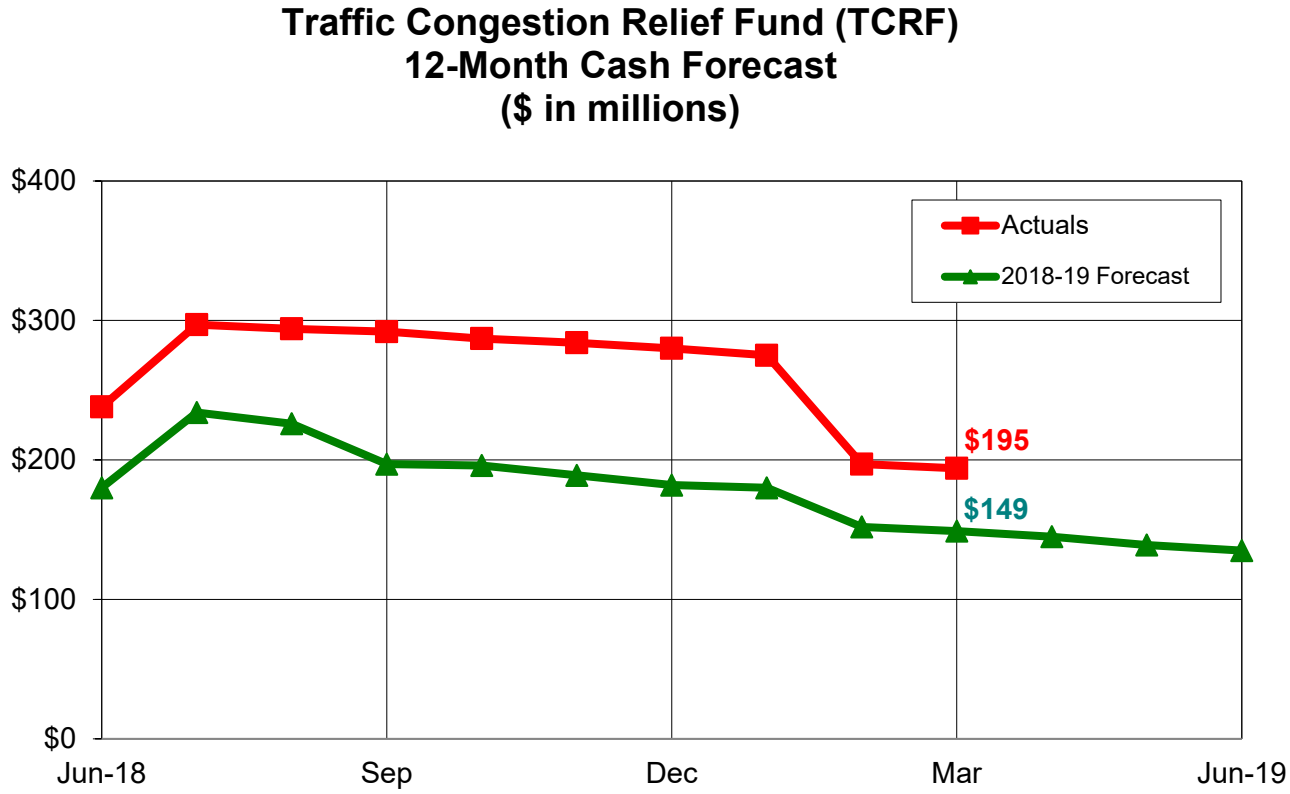
The PTA ending cash balance through the third quarter was approximately $825 million, $325 million (65 percent) above the forecasted amount of $500 million. The variance is primarily due to adjustments, which represent timing differences between the Department's accounting system and the SCO's accounting system, that were less than forecasted. Revenues totaled $719 million, $4 million (1 percent) below forecast. Net transfers totaled $110 million, $13 million (13 percent) above forecast. Expenditures totaled $601 million, $19 million (3 percent) below forecast. Due to timing differences, adjustments totaled a negative $242 million.

### Year-to-Date Reconciliation

| ($ in millions) | Forecast | Actual | Difference | % |
|---|---|---|---|---|
| **Beginning Cash Balance** | **$838** | **$838** | **N/A** | |
| Revenues | 724 | 719 | -4 | |
| Transfers | 98 | 110 | 13 | |
| Expenditures | -620 | -601 | 19 | |
| Adjustments | -540 | -242 | 298 | |
| **Ending Cash Balance** | **$500** | **$825** | **$325** | **65%** |

Note: Amounts may not sum to totals due to independent rounding

## APPENDIX C – CASH FORECASTS – TRAFFIC CONGESTION RELIEF FUND




### Year-to-Date TCRF Summary

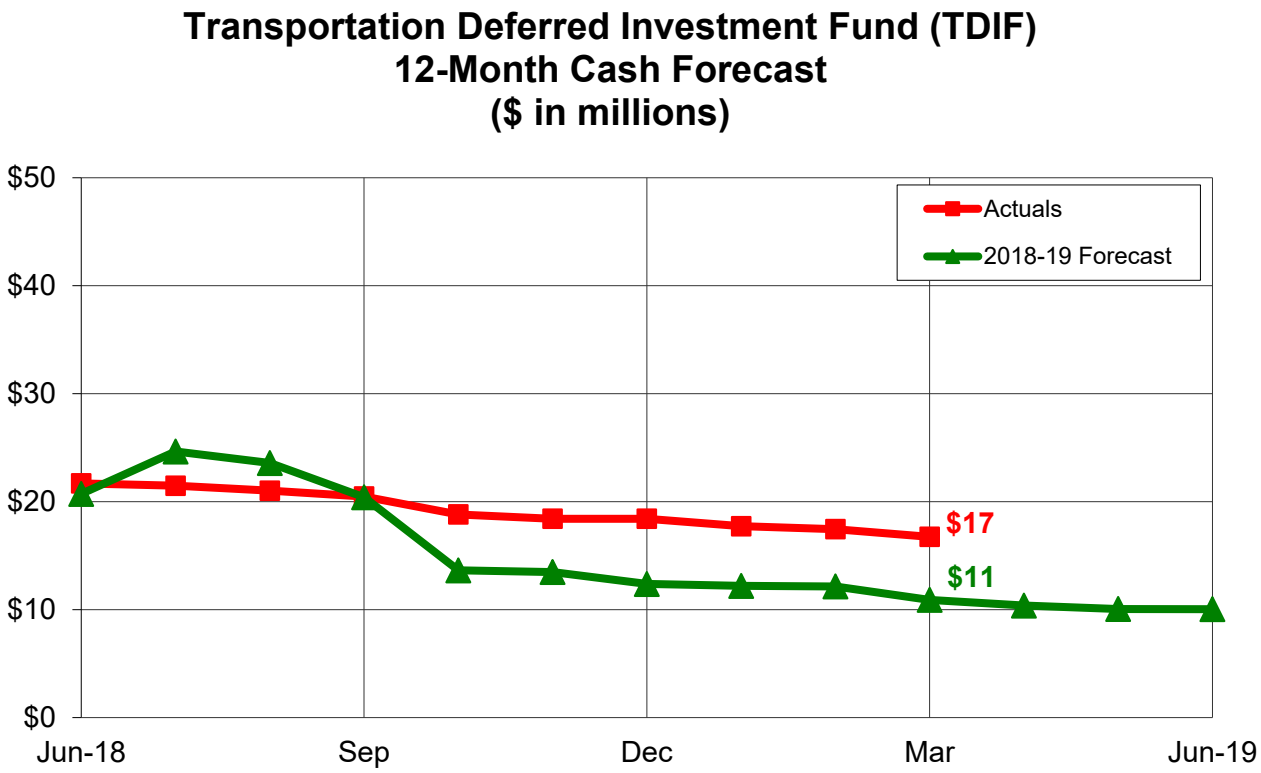
The TCRF ending cash balance through the third quarter was approximately $195 million, $46 million (31 percent) above the forecasted balance of $149 million. The variance is primarily due to transfers that did not occur as anticipated and expenses that were lower than forecasted. No revenues were received through the third quarter. Net transfers reflect $25 million in loan repayments to other transportation funds ($11 million for trade corridor improvements, $9 million to the PTA, and $5 million to the SHA) that had yet to be transferred. Budget bill language now authorizes that these transfers occur during 2019-20. Expenditures totaled $42 million, $22 million (34 percent) below forecast. Adjustments, which represent timing differences between the Department's accounting system and the SCO's accounting system, totaled negative $1 million.

### Year-to-Date Reconciliation

| ($ in millions) | Forecast | Actual | Difference | % |
|---|---|---|---|---|
| **Beginning Cash Balance** | **$238** | **$238** | **N/A** | |
| Revenues | 0 | 0 | 0 | |
| Transfers | -25 | 0 | 25 | |
| Expenditures | -64 | -42 | 22 | |
| Adjustments | | -1 | -1 | |
| **Ending Cash Balance** | **$149** | **$195** | **$46** | **31%** |

Note: Amounts may not sum to totals due to independent rounding

## APPENDIX C – CASH FORECASTS – TRANSPORTATION DEFERRED INVESTMENT FUND




### Year-to-Date TDIF Summary

The TDIF ending cash balance through the third quarter was approximately $17 million, $6 million (54 percent) above the forecasted balance of $11 million. The variance was primarily due to expenditures that were notably lower than through the same period in previous years. As anticipated, no revenues were received through the third quarter, and transfers totaled $3 million. Expenditures totaled $5 million, which was $9 million (64 percent) below forecast. This was partially offset by adjustments, which represent timing differences between the Department's accounting system and the SCO's accounting system, and totaled negative $3 million.

### Year-to-Date Reconciliation

| ($ in millions) | Forecast | Actual | Difference | % |
|---|---|---|---|---|
| **Beginning Cash Balance** | **$22** | **$22** | **N/A** | |
| Revenues | 0 | 0 | 0 | |
| Transfers | 3 | 3 | 0 | |
| Expenditures | -14 | -5 | 9 | |
| Adjustments | | -3 | -3 | |
| **Ending Cash Balance** | **$11** | **$17** | **$6** | **54%** |

Note: Amounts may not sum to totals due to independent rounding

## APPENDIX D – FEDERAL EMERGENCY PROJECTS

Nationally, the Federal Emergency Relief Program includes $100 million on an annual basis to fund repairs and reconstruction of eligible highway damage resulting from declared disasters. Congress has periodically provided additional funds for the program through supplemental appropriations. The chart below represents disasters since 2010 that requested emergency relief (ER) from the Federal Highway Administration.

| Event | Estimated Repair Cost | | | Federal Reimbursed | | | Remaining Need | | |
|---|---|---|---|---|---|---|---|---|---|
| | State | Local | **Total** | State | Local | **Total** | State | Local | **Total** |
| CA10-1, January 2010 Storms[1] | $101 | $16 | **$117** | $96 | $16 | **$112** | $5 | $0 | **$5** |
| CA11-3, March 15, 2011 Storms[2] | 253 | 10 | **263** | 103 | 10 | **113** | 150 | 0 | **150** |
| CA15-2, December 2014 Statewide Storm Damage | 78 | 2 | **80** | 65 | 2 | **67** | 13 | 0 | **13** |
| CA16-4, March 5, 2016 Storms | 53 | 4 | **57** | 51 | 4 | **55** | 2 | 0 | **2** |
| CA16-7, August 16, 2016 Blue Cut Fire | 7 | 2 | **9** | 2 | 1 | **3** | 5 | 1 | **6** |
| CA17-1, December 9, 2016 Storms | 81 | 15 | **96** | 62 | 4 | **66** | 19 | 11 | **30** |
| CA17-2, January 6, 2017 Storms | 751 | 162 | **913** | 181 | 59 | **240** | 570 | 103 | **673** |
| CA17-4, July 2017 Deywiller Fire | 2 | 0 | **2** | 1 | 0 | **1** | 1 | 0 | **1** |
| CA17-5, July 2017 Monsoon Rains | 0 | 19 | **19** | 0 | 16 | **16** | 0 | 3 | **3** |
| CA17-6, August 2017 Helena Fires | 4 | 0 | **4** | 0 | 0 | **0** | 4 | 0 | **4** |
| CA18-1, October 2017 Seven Fires | 15 | 1 | **16** | 6 | 1 | **7** | 9 | 0 | **9** |
| CA18-2, October 2017 Napa Fires | 19 | 8 | **27** | 5 | 3 | **8** | 14 | 5 | **19** |
| CA18-3, December 2017 So. Calif. Fires | 118 | 15 | **133** | 23 | 5 | **28** | 95 | 10 | **105** |
| CA18-4, March 2018 Storms | 24 | 2 | **26** | 0 | 0 | **0** | 24 | 2 | **26** |
| CA18-5, July 2018 Monsoon Rains | 5 | 1 | **6** | 2 | 0 | **2** | 3 | 1 | **4** |
| CA18-6, July 2018 Fires | 55 | 2 | **57** | 10 | 2 | **12** | 45 | 0 | **45** |
| CA18-7, September 2018 Delta Fire, Shasta County | 13 | 0 | **13** | 0 | 0 | **0** | 13 | 0 | **13** |
| CA19-1, November 2018 Fires, Butte, Ven, LA Counties | 54 | 40 | **94** | 0 | 0 | **0** | 54 | 40 | **94** |
| CA19-2, January Storms Statewide | 139 | 31 | **170** | 0 | 0 | **0** | 139 | 31 | **170** |
| | **$1,772** | **$330** | **$2,102** | **$607** | **$123** | **$730** | **$1,165** | **$207** | **$1,372** |

1 - In accordance with Section 125 of Title 23 US Code, the Department is limited to receive $97.5 million in ER funds for this Disaster.
2 - In accordance with Section 125 of Title 23 US Code, the Department is limited to receive $99 million in ER funds for this Disaster.

Future federal ER of this type can only be used to fund emergency projects and does not represent new capacity, except to the extent that the SHA funds have already been advanced for the emergency projects.

## APPENDIX E – TRANSPORTATION LOANS

| Status of Outstanding Transportation Loans, as of March 31, 2019 ($ in millions) | | | |
|---|---|---|---|
| **FUND** | **Original Loan** | **Loans / Interest Paid-to-Date** | **Remaining Balance** |
| **Pre-Proposition 42 (Tribal Gaming Revenue):** | | | |
| State Highway Account (SHA)[1,2] | $571 | $496 | $75 |
| Public Transportation Account (PTA)[2] | 275 | 189 | 86 |
| Traffic Congestion Relief Fund (TCRF)[2] | 384 | 309 | 75 |
| **Subtotal Pre-Proposition 42 Tribal Gaming Loans:** | **$1,230** | **$994** | **$236** |
| **General Fund:** | | | |
| State Highway Account - Weight Fee Revenues[1] | $1,498 | $314 | $1,183 |
| **Subtotal General Fund Loans:** | **$1,498** | **$314** | **$1,183** |
| **High-Speed Passenger Train:** | | | |
| 2013-14 Public Transportation Account (PTA)[3] | $23 | $0 | $23 |
| 2014-15 Public Transportation Account (PTA)[3] | 31 | 0 | 31 |
| **Subtotal High-Speed Passenger Train Loans:** | **$54** | **$0** | **$54** |
| **Local Mass Transit Providers (PEPRA):** | | | |
| Public Transportation Account (PTA)[4] | $14 | $0 | $14 |
| **Subtotal Local Mass Transit Providers Loans:** | **$14** | **$0** | **$14** |
| **Totals:** | **$2,796** | **$1,308** | **$1,487** |

Note: Amounts may not sum to totals due to independent rounding.

[1]Loan repayments will be directed to the TDSF for debt service payments.

[2]Balances reflect allocations made to SHA and PTA per AB 133. Pursuant to SB 1, three annual loan repayments will be allocated as such: $75 million to the TCRF for local agencies, approximately $85 million to the PTA for TIRCP projects, and $75 million to the SHA for SHOPP. Original loan amounts amended by fund to conform with changes instituted by SB 1. Total Pre-Prop. 42 loan amount remains unchanged.

[3]Repayment will occur when the PTA is determined to be in need of the funds or when the High-Speed Passenger Train Bond Fund no longer needs the funds.

[4]Repayments must occur no later than January 1, 2021.

### Pre-Proposition 42 Loans (Tribal Gaming)

The Pre-Proposition 42 (Tribal Gaming) loans occurred in 2001-02, when the State was faced with a growing budget deficit and looked to transportation funds to help fill the budget shortfall. The Transportation Refinancing Plan, Assembly Bill (AB) 438 (2001), authorized a series of loans that included delaying the transfers of gasoline sales tax to transportation for two years (until 2003-04), a loan from the TCRF to the GF, and loans from the SHA and the PTA to the TCRF.

In 2004-05, the Governor negotiated compacts that authorized the use of Tribal Gaming bond revenue to repay these loans in 2005-06, but legal challenges prevented the bonds from being issued. Due to the lack of Tribal Gaming bond proceeds, the GF was tasked with repayment of the loans. Between 2005-06 and 2007-08, the GF made partial loan repayments to the SHA and the PTA, totaling $351 million. However, since statute did not specify repayment dates and the State was facing continuing budget shortfalls, repayments were suspended. The 2011-12

Governor's Budget indicated that the remaining Tribal Gaming loan repayments would start no earlier than 2016-17, with the SHA as the first fund to be repaid.

AB 115 (2011) declared that the SHA loan repayments are revenues derived from weight fees. As such, future loan repayments made to the SHA are expected to be subsequently transferred to the TDSF.

AB 133, approved on March 1, 2016, appropriated $173 million from the GF for partial repayment of outstanding Tribal Gaming loans. Pursuant to the bill, the funds would be deposited in the TCRF and subsequently allocated as such: $148 million to the TCRF; $11 million for trade corridor improvements; $9 million to the PTA for TIRCP projects; and $5 million to the SHA for the SHOPP. Because AB 133 contains language specifically allocating $5 million to the SHOPP, those funds are expected to remain with the program, rather than diverted for debt service. In December 2016, the TCRF received the $173 million loan repayment; however, none of the subsequent transfers have occurred.

SB 1, approved by the Governor on April 28, 2017, requires repayment of the remaining $706 million in outstanding Pre-Proposition 42 loans by June 30, 2020. Pursuant to SB 1, repayments will occur in equal installments over the next three fiscal years, and would be distributed between the SHA, PTA and to Local Agencies. The first repayment occurred during the second quarter of 2017-18. Of the $235 million transferred to the TCRF from the GF, $160 million was subsequently transferred to the PTA and the SHA ($85 million and $75 million, respectively). The remaining $75 million, allocated to Local Agencies, was transferred from the TCRF to cities and counties for local streets and roads by the State Controller in February 2018. The second repayment occurred during the first quarter of 2018-19. Of the $235 million transferred to the TCRF from the GF, $160 million was subsequently transferred to the PTA and the SHA ($85 million and $75 million, respectively). The remaining $75 million, allocated to Local Agencies, was transferred from the TCRF to cities and counties for local streets and roads by the State Controller on February 21, 2019.

**Weight Fees Loans**

In 2010, California voters passed Proposition 22, which amended the California Constitution by significantly restricting the State from using fuel excise tax revenues for GF relief, which was previously allowed. Pursuant to AB 105 (2011), a "Weight Fee Swap" was created, which allowed the State to use weight fee revenues for GF relief rather than fuel excise tax revenues. Furthermore, the bill authorized transfers of weight fee revenues from the SHA to the TDSF for transportation debt service and loans. To offset this diversion, an equivalent amount from the new PBET is transferred to the SHA.

The 2010-11 Budget Act authorized a total of $227 million in loans from the SHA to the GF ($80 million and $147 million). Pursuant to AB 115, these loans were "grandfathered" into statute and characterized as being derived from weight fees; consequently, the repayment of these loans to the SHA will be transferred to the TDSF for transportation bond debt service.

An additional loan of $44 million to the GF was authorized by the 2011-12 Budget Act. At the end of 2011-12 and 2012-13, excess weight fees available in the SHA were transferred as loans to the GF in the amount of $139 million, $25 million, and $310 million. Pursuant to Section 9400.4(b)(2) of the California Vehicle Code, an additional $42 million was transferred as a loan from excess weight fee revenues in the SHA to the GF in July 2012. Per legislation, the $42 million shall be repaid no later June 30, 2021. In July 2012, $204 million was transferred to the GF from excess weight fees in 2010-11. In April 2013, $200 million was transferred to the GF from excess weight fees in 2010-11. In May 2013, $30 million was transferred to the GF from remaining weight fees in 2011-12. In July 2014, excess weight fees available in the SHA were

transferred as loans to the GF in the amount of $92 million for 2013-14. In July 2015, excess weight fees available in the SHA were transferred as loans to the GF in the amount of $151 million for 2014-15. In December 2016, $33 million was transferred to the GF from excess weight fees in 2015-16. In March 2018, a return of pre-paid debt service of $63 million occurred between the GF and the SHA, and was subsequently transferred out of the SHA to the TDSF. In December 2018, a return of pre-paid debt service of $251 million occurred between the GF and the SHA, and was subsequently transferred out of the SHA to the TDSF. In total, there have been nearly $1.5 billion in weight fee revenue loans made to the GF. Based on the way current legislation is written, repayment of these loans is anticipated to subsequently be transferred to the TDSF for transportation bond debt service.

**High-Speed Passenger Train Loans**

The 2013-14 Budget Act authorized up to $26 million in loans from the PTA to the High-Speed Passenger Train Bond Fund to cover support costs incurred by the High-Speed Rail Authority. During 2013-14, a total of $23 million was loaned: $5.4 million on August 16, 2013; $8.9 million on October 8, 2013; $5.6 million on March 13, 2014; and $3 million on June 9, 2014. The 2014-15 Budget Act authorized an additional amount of up to $31.6 million for support costs, including an initial authorization of approximately $29.3 million and an additional authorization of $2.3 million. During 2014-15, a total of $30.9 million was loaned: $7.3 million on September 17, 2014; $7.3 million on December 18, 2014; $7.3 million on February 17, 2015; $2.3 million on March 25, 2015; and $6.7 million on May 26, 2015. No additional loans are anticipated to occur. Pursuant to statute, loans will be repaid when the PTA is determined to be in need of the funds or when the High-Speed Rail Authority no longer needs the funds.

**Local Mass Transit Providers Loans (PEPRA)**

Section 13(c) of the Urban Mass Transportation Act of 1964 mandates that employee protections for specified transit workers must be certified by the United States Department of Labor (DOL) before federal transit grants can be released to local mass transit employers. The California Public Employees' Pension Reform Act of 2013 (PEPRA) established new retirement formulas for employees first employed by a public entity on or after January 1, 2013. PEPRA requires such employees to contribute a specified percentage of the normal cost of their defined benefit pension plans, and prohibits public employers from paying an employee's share of retirement contributions. The DOL determined that PEPRA interferes with collective bargaining rights of transit workers protected under Section 13(c). Subsequently, the DOL refused to certify millions of dollars in federal transit grants to California transit agencies.

As a result, the California Legislature enacted AB 1222, which authorized the DOF to loan up to $26 million from the PTA to local mass transit providers in amounts equal to federal transportation grants not received due to non-certification from the DOL. Concurrently, the State of California pursued litigation against the DOL, challenging its determination that PEPRA is incompatible with federal labor laws. On December 30, 2014, the court ruled that the DOL's determination that PEPRA precluded certification of federal transit grants under Section 13(c) was "arbitrary and capricious," and that the DOL "misinterpreted the law." The matter was remanded to the DOL "for further proceedings consistent with the court's order." The DOL later appealed the decision, but subsequently filed to have the appeal voluntarily dismissed, which was granted by the court on August 12, 2015. A hearing was scheduled on October 23, 2015, which resulted from the State of California filing a supplemental complaint to enforce the court's previous order remanding the case. On January 7, 2016, the court found that the DOL complied with its order to reconsider the relevant factors that were lacking in its original denial of grant certification. However, the court granted the State's motion for leave to file a supplemental complaint against the DOL. On August 22, 2016, the court again ruled, in part, that the DOL's actions were unlawful; however, no remedy

was provided at that time. The court granted the DOL leave to file a supplemental brief in support of its motion regarding the denial of class certification relating to the Monterey-Salinas Transit's classic employees. The case remains in litigation. In total, $14.2 million has been loaned from the PTA to local mass transit providers (Sacramento Regional Transit and Monterey-Salinas Transit). Although ongoing litigation continues to cause delays in repayment, these loans were expected to be repaid no later than January 1, 2019, as mandated by statute. However, SB 877, approved by the Governor on September 17, 2018, postponed the deadline for repayment to January 1, 2021.

State of California
**DEPARTMENT OF TRANSPORTATION**

California State Transportation Agency

# MEMORANDUM

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

**CTC Meeting**: June 26-27, 2019

**From**: STEVEN KECK, Chief Financial Officer

**Reference Number**: 3.6, Information Item

**Prepared By**: RONALD E. SHEPPARD, Chief (Acting)
Division of Rail and Mass Transportation

**Subject**: **FISCAL YEAR 2018-19 – THIRD QUARTER - PROPOSITION 1A HIGH-SPEED PASSENGER TRAIN BOND PROGRAM REPORT**

## SUMMARY:

The California Department of Transportation's Division of Rail and Mass Transportation is submitting the following as an information item at the June 2019 California Transportation Commission (Commission) meeting the Fiscal Year 2018-19 Third Quarter Proposition 1A High-Speed Passenger Train Bond Program Report.

## BACKGROUND:

On November 4, 2008, voters approved Proposition 1A: Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century. Under appropriation by the California State Legislature, the Commission is required to allocate funds for capital improvements to the intercity rail lines, commuter rail lines, and urban rail systems that provide direct connectivity to the high-speed train system and its facilities, or are part of the construction of the high-speed train system. As set forth in the Streets and Highways Code Section 2704.095, the Commission was required to program and allocate the net proceeds received from the sale of bonds authorized under Proposition 1A for the High-Speed Passenger Train Bond Program.

Attachment

CALIFORNIA DEPARTMENT OF TRANSPORTATION

# Fiscal Year 2018–19 Third Quarter Report

# High-Speed Passenger Train Bond Program

Quarterly Report to the

## California Transportation Commission

# High-Speed Passenger Train Bond Program
# Fiscal Year 2018-19 Third Quarter Progress Report

## BACKGROUND:

The Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century approved by the voters as Proposition 1A on November 4, 2008, authorized the California Transportation Commission (Commission), upon appropriation by the Legislature, to allocate funds for capital improvements to intercity rail lines, commuter rail lines, and urban rail systems that provide direct connectivity to the high-speed train system and its facilities, or that are part of the construction of the high-speed train system as set forth in Streets and Highways Code, Division 3, Chapter 20, Section 2704.04, subdivision (b) or that provide capacity enhancements and safety improvements. Section 2704.095 requires the Commission to program and allocate the net proceeds received from the sale of bonds authorized under Proposition 1A for the High-Speed Passenger Train Bond (HSPTB) Program.

The Commission allocated projects that met the following criteria:

Usable Project/Segments: **Projects will be usable, or provide usable segments, even if the high-speed train system as identified in the Streets and Highway Code, Division 3, Chapter 20, Section 2704.04, subdivision (b) is delayed, postponed or cancelled.**

Useful Life: The useful life of a project under the HSPTB Program shall not be less than the required useful life (15 years or more) for capital assets pursuant to the State General Obligation Bond Law, specifically subdivision (a) of Section 16727 of the Government Code.

## SUMMARY:

To date, the Commission has allocated $846.553 million in Proposition 1A funds to 17 projects with $716.212 million in reported expenditures. There are no impacts to the Proposition 1A projects from the recent Federal Railroad Administration's decision on funding. The Proposition 1A projects discussed herein do not rely on budget authority of Fiscal Year 2010 - 2011 Omnibus Appropriations Act 2010 for project completions.

Four projects have been completed and closed out. Another three projects have fully expended their Proposition 1A funds allocated by the Commission. However, due to the size and complexity of the project, or the need for continuous testing, these three projects are still ongoing and utilizing other funding.

The following table contains specific project information and is followed by a status of all projects having received an allocation. Please note, the "Project Numbers" in this report are only for reference and are subject to change in subsequent reports should new projects be added.

## High-Speed Passenger Train Bond Program Projects

| Project No. | Agency | Project Name | Total Project Cost Amount (thousands) | Appropriated Amount (thousands) | Programmed Amount (thousands) | Allocated Amount (thousands) | Expended Amount (thousands) | % Expended Amount (thousands) | Phase of Work Allocated | Project Completion Date |
|---|---|---|---|---|---|---|---|---|---|---|
| 1 | SCRRA | Positive Train Control, Moorpark to San Onofre (Pacific Surfliner) | $ 46,550 | $ 46,550 | $ 46,550 | $ 46,550 | $ 46,550 | 100% | CON | Jun-16 |
| 2 | Caltrans | Positive Train Control, San Joaquin Corridor | $ 9,800 | $ 9,800 | $ 9,800 | $ 9,800 | $ 9,800 | 100% | CON | Jan-13 |
| 3 | Caltrans | Positive Train Control, LA to Fullerton Triple Track | $ 2,940 | $ 2,940 | $ 2,940 | $ 2,940 | $ 2,940 | 100% | CON | Dec-15 |
| 4 | SANDAG | Blue Line Light Rail Improvements | $ 151,754 | $ 57,855 | $ 57,855 | $ 57,855 | $ 57,855 | 100% | CON | Dec-16 |
| 5 | SFMTA | Central Subway | $ 1,578,300 | $ 61,308 | $ 61,308 | $ 61,308 | $ 61,308 | 100% | CON | Dec-20 |
| 6 | SCRRA | Metrolink Positive Train Control | $ 201,600 | $ 35,000 | $ 35,000 | $ 35,000 | $ 35,000 | 100% | CON | Dec-19 |
| 7 | CCJPA | Capitol Corridor (and ACE) Travel Time Reduction | $ 15,500 | $ 10,180 | $ 10,180 | $ 10,180 | $ 8,963 | 88% | CON | Jun-19 |
| 8 | NCTD | Positive Train Control, San Onofre to San Diego | $ 59,982 | $ 41,843 | $ 41,843 | $ 41,843 | $ 33,839 | 81% | CON | Dec-19 |
| 9 | Caltrans | San Joaquin Corridor, Merced to Le Grand Segment 1 | $ 40,750 | $ 40,750 | $ 40,750 | $ 40,750 | $ 37,675 | 92% | CON | Oct-20 |
| 10 | PCJPB | Caltrain Advanced Signal System (CBOSS/PTC) | $ 231,000 | $ 105,445 | $ 105,445 | $ 105,445 | $ 87,196 | 83% | PS&E CON | Oct-20 |
| 11 | LACMTA | Regional Connector Transit Corridor | $ 1,366,100 | $ 114,874 | $ 114,874 | $ 114,874 | $ 103,387 | 90% | CON | Oct-21 |
| 12 | SCRRA | Metrolink High-Speed Rail Readiness Program | $ 202,899 | $ 88,707 | $ 88,707 | $ 88,707 | $ 38,825 | 44% | CON | Dec-21 |
| 13 | SacRT | Sacramento Intermodal Facility Improvements | $ 60,368 | $ 30,165 | $ 26,208 | $ 1,208 | $ 576 | 48% | PA&ED PS&E | Jun-22 |
| | * SacRT retains $3,957 in future Proposition 1A funding to be allocated to this or another project. | | | | | | | | | |
| 14 | SJRRC | Stockton Passenger Track Extension | $ 24,895 | $ 14,974 | $ 5,714 | $ 5,714 | $ 395 | 7% | CON | Jun-22 |
| | * SJRRC retains $9,260 in future Proposition 1A funding to be allocated to this or another project. | | | | | | | | | |
| 15 | CCJPA | Capitol Corridor - Sacramento to Roseville 3rd Mainline Track Phase 1. | $ 82,276 | $ 51,970 | $ 51,970 | $ 5,740 | $ 255 | 4% | PS&E R/W | Sep-22 |
| 16 | BART | Maintenance Shop & Yard Improvements | $ 432,933 | $ 78,639 | $ 78,639 | $ 78,639 | $ 65,916 | 84% | CON | Jan-24 |
| 17 | BART | Millbrae Station Track Improvements and Car Purchase | $ 285,000 | $ 140,000 | $ 140,000 | $ 140,000 | $ 125,732 | 90% | CON | May-26 |
| | | **TOTALS:** | **$ 4,792,647** | **$ 931,000** | **$ 917,783** | **$ 846,553** | **$ 716,212** | | | |

**Project No. 1**

**Positive Train Control, Moorpark to San Onofre (Pacific Surfliner)**
The implementing agency, Southern California Regional Rail Authority (SCRRA), has received $46.550 million for the construction phase. The project consists of implementing all aspects of Positive Train Control (PTC) technology along the Pacific Surfliner Corridor between Moorpark and San Onofre.

The project has been completed and is now closed out. All funds have been expended. There is no further action on this project to report.

**Project No. 2**

**Positive Train Control, San Joaquin Corridor**
The implementing agency, California Department of Transportation (Caltrans), has received $9.8 million for the construction phase. The project included purchasing, constructing, and installing links between key transmission stations, and multiple control points along Burlington Northern Santa Fe (BNSF) Railway Company right-of-way, including signal bungalows.

The project has been completed and is now closed out. All funds have been expended. There is no further action on this project to report.

**Project No. 3**

**Positive Train Control, Los Angeles to Fullerton Triple Track**
The implementing agency, Caltrans, has received $2.94 million for the construction phase. The project includes the installation of PTC components, the installation of links between key transmission stations and control points along the BNSF right-of-way, the installation of signal bungalows, and the installation of critical locomotive and cab car on-board equipment.

The project has been completed and is now closed out. All funds have been expended. No further action on this project to report.

**Project No. 4**

**Blue Line Light Rail Improvements**
The implementing agency, San Diego Association of Governments, has received $57.855 million for the construction phase. The project consists of improvements to existing infrastructure on the Blue Line Trolley including replacement of worn out rails and tracks, replacement/rehabilitation of switches and signaling, and reconstruction of existing platforms to accommodate low-floor vehicles.

The project has been completed and is now operational. All funds have been expended. There is no further action on this project to report.

**Project No. 5**

**Central Subway**
The implementing agency, San Francisco Municipal Transportation Agency, received $61.308 million for the construction phase. The project extends the 5.2-mile T-Fourth light rail line from

its current junction at the Caltrain terminus area to south of Union Square and Chinatown for 1.7 miles.

All Proposition 1A appropriated funding has been allocated, expended, and closed out. Remaining allocated resources do not present any funding risks to overall project completion; work is continuing at the Yerba Buena/Moscone Station, Union Square/Market Street Station, and the Chinatown Station. To date, total project expenditures are $1.33 billion which is 84 percent of the overall project budget of $1.578 billion. The master project schedule forecasts Revenue Service to begin in February 2020, and overall project completion by the end of December 2020.

**Project No. 6**

**Metrolink Positive Train Control**
The implementing agency, SCRRA has received $35 million for the construction phase. The project consists of installing predictive collision avoidance technology throughout the Metrolink system.

All Proposition 1A appropriated funding has been allocated, expended, and all reimbursements have been sent to SCRRA; the PTC has been implemented, and now closed out. Full implementation of the Federal Railroad Administration's certified and interoperable PTC system in accordance with the statutory mandate has been achieved. SCRRA is continuing progress on increasing system reliability, performance and operational efficiency with interoperable partners through development of enhanced tools and trouble-shooting techniques.

**Project No. 7**

**Capitol Corridor and Altamont Corridor Express (ACE) Travel Time Reduction Project**
The implementing agency, Capitol Corridor Joint Powers Authority (CCJPA), received $10.18 million for the construction phase. Total Proposition 1A expenditures are $8.96 million which is approximately 58 percent of the total project budget of $15.5 million. The goal of this project, solely funded by State resources, is to reduce the total travel time of the Capitol Corridor service between San Jose and Martinez by ten minutes, seven minutes of travel time savings on ACE services and three minutes of travel time on Amtrak San Joaquin services, through the removal of station dwell times, implementation of super elevating curves, and replacement of the existing rail to allow for higher operating speeds.

Construction work by the Union Pacific Railroad (UPRR) on this project has been concluded. In addition, the UPRR has concluded its public outreach notifying affected residents of the revised train speeds in the area, which has been implemented. Development of a revised timetable for Capitol Corridor trains is underway. The project is on schedule for completion by June 30, 2019, with no anticipated changes in scope or cost.

**Project No. 8**

**Positive Train Control, San Onofre to San Diego**
The implementing agency, North County Transit District (NCTD), has received $41.843 million for the construction phase. Proposition 1A expenditure to date is approximately $33.8 million.

The project consists of implementing all aspects of PTC technology along the Pacific Surfliner Corridor between San Onofre and San Diego.

The NCTD achieved full implementation and interoperability with its tenant railroads before the federally mandated deadline of December 31, 2018. Current efforts are focused on improving reliability and effectiveness of the PTC system. The supporting tasks to improve the system are on-course for completion by the end of 2019.

## Project No. 9

### San Joaquin Corridor, Merced to Le Grand Segment 1

The implementing agency, Caltrans, has received $40.75 million for the construction phase. Proposition 1A expenditure to date is approximately $37.7 million. The project consists of capital improvements on the Merced to Le Grand Double Track, Segment 1, between Milepost 1041.99 and Milepost 1050.4. Capital improvements include construction of 8.41 miles of track, modification and upgrade to signal and track components (including five public at-grade road crossings), and engineering/civil work. The Capital improvements on Segment 2 consists of constructing 4.1 miles of main track, including but not limited to, three turnouts, three public road crossings, two private road crossings, one bridge, culverts and drainage facilities, placement of embankment/base rock subgrade, and wayside signal/telecommunications.

The construction of Segment 1 is complete. The contract to complete Segment 2 track work and construction of a second platform at Merced Amtrak Station, while not funded with Proposition 1A funds, was awarded in December 2017. Planning is underway among Caltrans, BNSF, and the San Joaquin Joint Powers Authority to deliver station infrastructure modifications, namely construction of “mini high” platforms with new rails at stations throughout the corridor including the Merced Station. The modifications will impact the overall project scope and necessitate amendment/s to the project schedule and budget with no funding related risks to project completion. Project completion is still on schedule for October 2020.

## Project No. 10

### Caltrain Advanced Signal System/Positive Train Control

The implementing agency, Peninsula Corridor Joint Powers Board (PCJPB), has received $105.445 million for the Plans, Specifications and Estimates (PS&E), and Construction phases. The project consists of installing PTC technology along the Caltrain corridor.

The PCJPB project team continued coordination efforts with the Electrification/Electric Multiple Unit, Biweekly Caltrain Modernization Systems Integration, and the Peninsula Corridor Electrification Project (PCEP) Delivery Coordination, and PTC-PCEP programs. The PCJPB project team also continued installations of onboard equipment on locomotives and cab cars; and completion of all onboard installations, except for three vehicles for overhauls, is projected for the fourth quarter of Fiscal Year 18-19.

Project Signal and Switch (WIU) Field Verification and Validation was completed. Building upon completion of Caltrain staff training by Wabtec, Caltrain held the kick-off meeting with Caltrain Operations and PTC project team to ensure smooth transition of PTC operations and maintenance upon project completion. The project completion date is still estimated for October 2020.

## Project No. 11

### Regional Connector Transit Corridor

The implementing agency, Los Angeles County Metropolitan Transportation Authority, was allocated $114.874 million in Proposition 1A funds for Construction, and $103.4 million culminates 90 percent expenditure. The total project is budget is $1.366 billion. The two-mile urban light rail project will construct three new underground light rail stations to provide a seamless connection with the Metro Gold, Metro Blue, and Metro Exposition light rail transit systems through downtown Los Angeles, serving Los Angeles County.

Various operations are underway throughout the alignment including guideway and station box support of excavation, settlement monitoring, and utility relocations. Completed to date are: Sequential Excavation Method excavation and demolition of temporary walls, tunnel walkways between Little Tokyo/Art District Station and Grand Avenue Arts/Bunker Hill Station, Wye Phase 2 excavation, west hammer head invert and track level exterior walls at Grand Avenue Arts/Bunker Hill Station, east invert concrete at Little Tokyo/Art District Station, east track level equipment room concrete at Grand Avenue Arts/Bunker Hill Station, and track level exterior walls at Grand Avenue Arts/Bunker Hill Station. Additionally, the 2nd Street/Hope Pedestrian Bridge was approved for construction design submittal. Remaining allocated resources do not present any funding risks to overall project completion. Overall project progress is at 56 percent and is scheduled for completion in October 2021.

## Project No. 12

### Metrolink High-Speed Rail Readiness Program

The implementing agency, SCRRA has received their full allocation of $88.7 million of which $68.5 million is being applied toward the purchase and testing of 20 new Tier 4 locomotives with $20.2 million for the refurbishment of 20 passenger cars. The locomotives and refurbished rail cars will operate in the Metrolink commuter rail service across a network of seven Southern California routes serving six counties and sixty stations.

To date, 19 locomotives have been delivered with locomotives conditionally accepted and in revenue service. The project is experiencing delays relating to resolving locomotive infancy issues which has required implementation of a gradual fleet deployment into revenue service. The SCRRA continues working closely with the vendor and through a structured approach to ensure full compliance with federal requirements, and quality assurances and demonstration of reliability to resolve issues so that all locomotives can be put into revenue service by the end of July 2021, by the revised project closeout date of December 2021.

## Project No. 13

### Sacramento Intermodal Facility Improvements Project

The implementing agency, Sacramento Regional Transit District initially received $1.752 million for Project Approval and Environmental Documentation (PA&ED). With the completion of PA&ED, a cost savings of $1.176 million was identified, deallocated from PA&ED, and reprogrammed to the construction phase. The total programmed amount now available under the construction phase is $25 million for two components including the Sacramento Valley Station Loop, and Downtown Riverfront Streetcar.

The overall project scope is being implemented with only Local and State funding resources, and consists of pedestrian and bicycle connections, relocation of existing light rail train track and platforms, as well as construction of a Streetcar system including special track work with overhead catenary, traction power and signal systems, procurement of six vehicles, and a streetcar maintenance facility.

- **Component # 1 – Sacramento Valley Station Loop**
  Work accomplished during the third quarter included preparation to execute a work order for Phase 1 of National Environmental Protection Agency documentation as project proponents continue to hold on Design phase work until a decision is made on moving forward with the street car portion of the project.

- **Component #2 – Downtown-Riverfront Streetcar**
  Work accomplished during the third quarter included opening construction bids in January which were significantly higher than expected. As a result, project proponents began considering options to revise the project; and the Joint Powers Authority will decide project scope, cost, and schedule updates by the end of June 2019.

**Project No. 14**

**Stockton Passenger Track Extension**
The implementing agency, San Joaquin Regional Rail Commission (SJRRC), has received $5.714 million for construction out of $14.974 million appropriated to the project, and plans to program and allocate the remaining $9.26 million in Fiscal Year 2019. The project consists of constructing a 2.57-mile extension of dedicated passenger rail track north of downtown Stockton, interlocking between the UPRR and the BNSF.

SJRRC continued PA&ED work finalizing the draft Categorical Exclusion to submit to Federal Transit Administration for review, initiated preliminary drainage and stormwater assessment, and began revising traffic control plans for future street closures. The project team conducted a coordination meeting with City of Stockton and UPRR, attended the California Public Utility Commission (CPUC) GO88 diagnostic meeting, and began Geotechnical coordination efforts to prepare for soil borings. Design work continued with preparation of a revised Harding Way Bridge design, retaining wall and structure conduit details for fiber relocation coordination, and a revised retaining wall handrail concept to increase CPUC side clearance constraints from track centerline.

The revised Harding Way Bridge design will address UPRR comments, increase scope and project costs, and minimize and/or avoid variance requests to streamline UPRR approvals, as well as offset extended UPRR design review periods. Revised design of the Oak/Park at-grade crossings will also increase scope and project costs. The SJRRC anticipates PS&E completion, and subsequent construction contract advertisement by the end of June 2019. Project completion is still projected for June 2022.

## Project No. 15

**Capitol Corridor – Sacramento to Roseville 3rd Main Track Project**
The implementing agency, the CCJPA, has received $5.74 million for PS&E and R/W to begin Phase 1: the relocation of the Roseville Station and addition of a fourth track, to increase service frequency, reduce freight train conflicts, accommodate freight train growth, and provide two additional round trips serving Roseville instead of the one round trip permitted today.

Building upon Transystems' recently approved ten percent design submittal to UPRR, the project team continued to work toward 25 percent design, and is expecting to complete design by the end of June 2019. Project challenges encountered during the third quarter included delay with no change to overall the project cost, due to suspension of work for clean-up of approximately 500 gallons of diesel fuel because of striking a pipeline during geotechnical boring in the UPRR right of way. Additionally, CCJPA developed and presented to UPRR, an alternate design concept for a portion of the project that would avoid impacts to several residential properties adjacent to UPRR right of way. If the design is approved the project can be completed at no additional cost and remove potentially infeasible project components. The project is on schedule and set to be completed in September 2022 with only State funded resources.

## Project No. 16

**Maintenance Shop and Yard Improvements**
The implementing agency, the San Francisco Bay Area Rapid Transit District (BART), has received $78.639 million for the construction phase. The State and Locally funded project consists of expanding the existing Main Shop to support back shop double-ended operation, constructing a new Component Repair Shop (CRS), retrofitting the Maintenance and Engineering (M&E) storage facility, and constructing new track work, retaining walls, and sound walls, that will serve to connect the Hayward Maintenance Complex to the existing mainline BART tracks.

CRS construction work involved completion of testing and commissioning of wheel presses, various concrete work on the South Yard embedded track apron, and work on other punch-list and change order items. BART Rolling Stock & Shops continued to move into CRS now occupying the truck bay, wheel presses/fabrication, and gear box/brake caliper shops. The concrete pour for the foundation of the Central Warehouse (CW) has been completed. Site work continues at the electrical duct bank for Substation F and on CW storm-drains. Additionally, the project design-team completed incorporating comments per the 65 percent design review for the M&E shop. Development of the design package for the Vehicle Overhaul and Heavy Repair shop is currently at 35 percent completion and have been shelved pending availability of funds as the project team evaluated cost savings and phasing options to measure ability to initiate construction with reduced funding.

Construction of the CW has been moved from November 2019 to February 2020 due to deleted vehicle lift purchases, because the selected vehicle lift manufacturer went out of business. A separate contract will be required to replace the temporary lifts procured to enable shop functionality in the interim. Overall contract work is approximately 20 percent complete with completion still projected for January 2024.

## Project No. 17

### Millbrae Station Track Improvement and Car Purchase

The implementing agency, BART, has expended approximately 90 percent of a total allocation of $140 million for the construction phase. The project consists of purchasing 46 new rail cars and lengthens all three of BART's rail storage tracks immediately south of the Millbrae Station.

Series production continued at the car-body manufacturing facility. Acceptance testing for nine production cars continued, and final qualification tests are estimated to be completed in the fourth quarter of Fiscal Year 18/19. Train operator training continues with two shifts per day, six days a week. Project completion is still on schedule for May 2026.

State of California
**DEPARTMENT OF TRANSPORTATION**

California State Transportation Agency

# MEMORANDUM

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

**CTC Meeting**: June 26-27, 2019

**From**: STEVEN KECK, Chief Financial Officer

**Reference Number**: 3.7, Information Item

**Prepared By**: Ronald E. Sheppard, Chief (Acting)
Division of Rail and Mass Transportation

**Subject**: **FISCAL YEAR 2018-19 THIRD QUARTER INTERCITY PASSENGER RAIL OPERATIONS REPORT**

## SUMMARY:

Attached is the California Department of Transportation's (Department) Intercity Passenger Rail Operations Report for the third quarter (January through March) of Fiscal Year (FY) 2018-19, for the three State-supported intercity passenger rail routes:

- Capitol Corridor, connecting San Jose, Oakland, and Sacramento-Auburn, managed by the Capitol Corridor Joint Powers Authority
- Pacific Surfliner, connecting San Diego, Los Angeles, Santa Barbara, and San Luis Obispo, managed by the Los Angeles–San Diego–San Luis Obispo Rail Corridor Agency
- San Joaquin, connecting Bakersfield, Oakland, and Sacramento, managed by the San Joaquin Joint Powers Authority

This report is an informational item at the California Transportation Commission's June 2019 meeting.

## BACKGROUND:

In addition to owning the majority of equipment utilized on two of the three routes, the Department provides State funding for Amtrak operating costs for intercity passenger rail service and equipment capital costs for non-state-owned equipment, while providing planning to support expansion of service and oversight to ensure statewide integration and monitor performance.

This report compares ridership, on-time performance, and financial results reported for the 12 months ending March 31, 2019, to those reported for the 12 months ending March 31, 2018.

These routes were three of the five busiest state-supported intercity passenger rail routes in the nation for Federal FY 2017-18.

Attachment

CALIFORNIA DEPARTMENT OF TRANSPORTATION

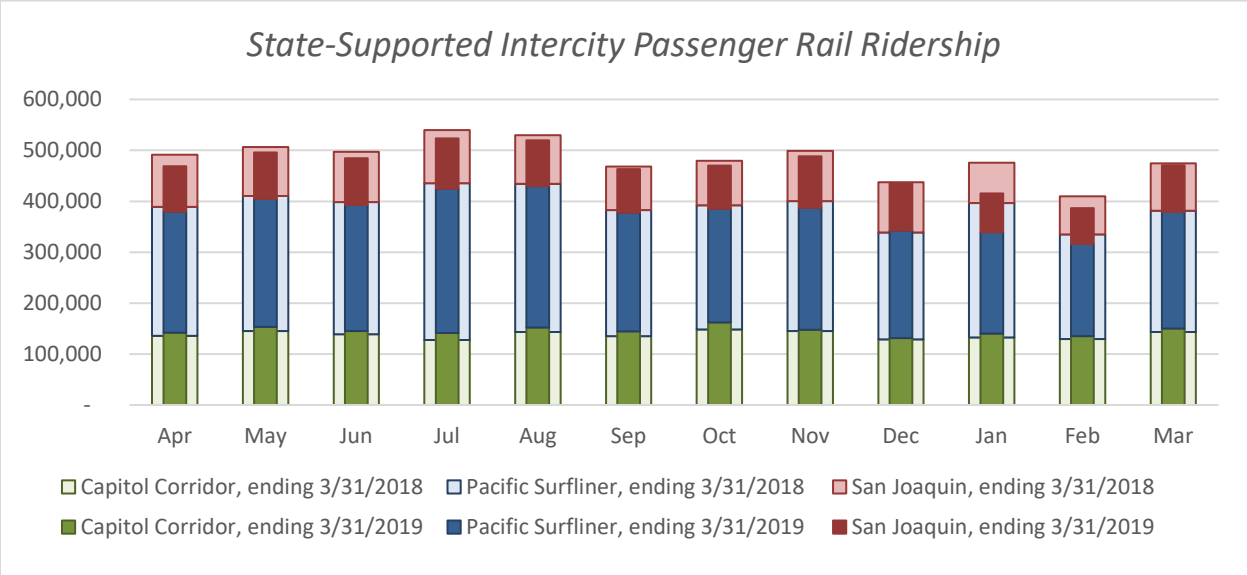
# FY 2018-19
# Third Quarter Report
# Intercity Passenger Rail Operations Report

## Quarterly Report to the California Transportation Commission

# COMBINED STATEWIDE RESULTS

## *RIDERSHIP*

Total combined ridership across the three routes for the 12 months ending March 31, 2019 was 5,622,896. This is a decrease of 3.2% from ridership of 5,808,011 for the 12 months ending March 31, 2018.




Taken together, the *Capitol Corridor*, *Pacific Surfliner*, and *San Joaquin* accounted for 38% of the total Amtrak state-supported passenger rail ridership in federal fiscal year 2017-18.

## *ON-TIME PERFORMANCE (OTP)*

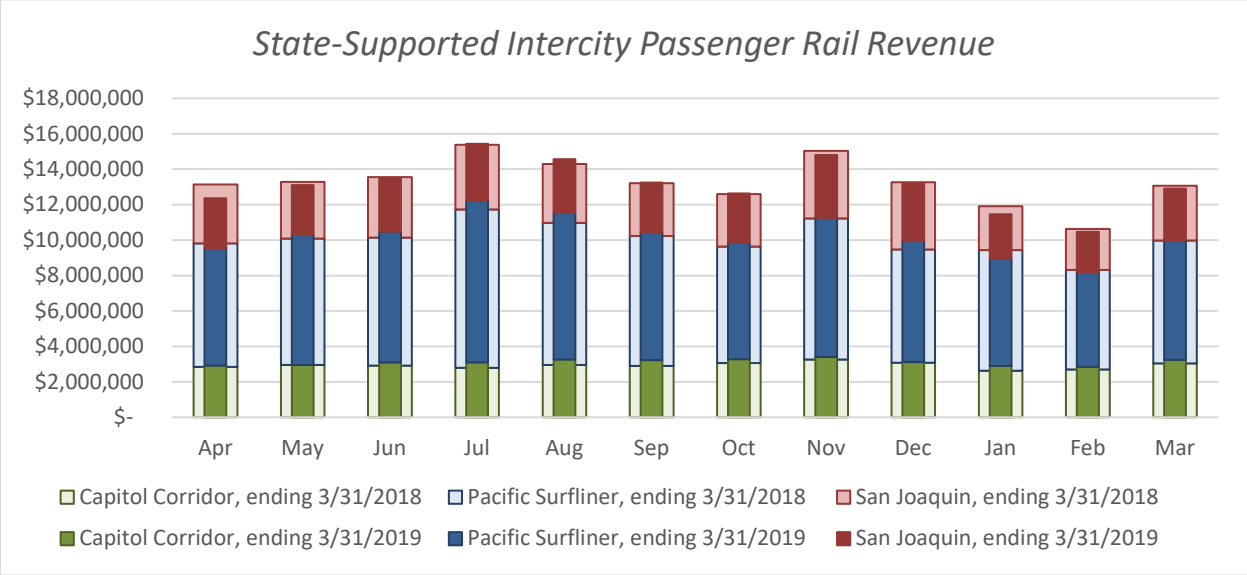
Combined endpoint on-time performance across the three routes for the 12 months ending March 31, 2019 was 79.4%. This is a decrease of 1.6 percentage points from on-time performance of 81.0% for 12 months ending March 31, 2018.

## *REVENUE and FAREBOX RATIO*

Reconciliation between the JPAs and Amtrak for the 12 months ending March 31, 2019 has not been completed. As a result, revenue and expense figures for that period use preliminary data from Amtrak.

Total combined revenue across the three routes for the 12 months ending March 31, 2019 was $157,632,141. This is a decrease of 1.1% from revenue of $159,384,783 from the 12 months ending March 31, 2018.

Total expenses for the 12 months ending March 31, 2019 were $264,405,586, an increase of 7.9% over expenses of $245,090,996 reported in the 12 months ending March 31, 2018. The resulting farebox ratio for the 12 months ending March 31, 2019 was 61.3%, a decrease of 3.2 percentage points from farebox ratio of 64.5% for the 12 months ending March 31, 2018.




## *SUMMARY*

The following table provides further detail on combined ridership, revenue, expense, and farebox ratio for the three State-supported routes for the 12 months ending in the third quarter of both FY 2018-19 and FY 2017-18.

**State-Supported Intercity Passenger Rail**
***All Routes***

| | 12 Months Ending 3/31/2019 | 12 Months Ending 3/31/2018 | Difference | Percent Change |
|---|---|---|---|---|
| Ridership | 5,622,896 | 5,808,011 | -185,115 | -3.2% |
| Revenue | $157,632,141 | $159,384,783 | -$1,752,642 | -1.1% |
| Expenses | $264,405,586 | $245,090,996 | $19,314,590 | 7.9% |
| Farebox | 61.3% | 64.5% | -3.2PP | |
| On-Time Performance | 79.4% | 81.0% | -1.6PP | |

*PP - Percentage Points*

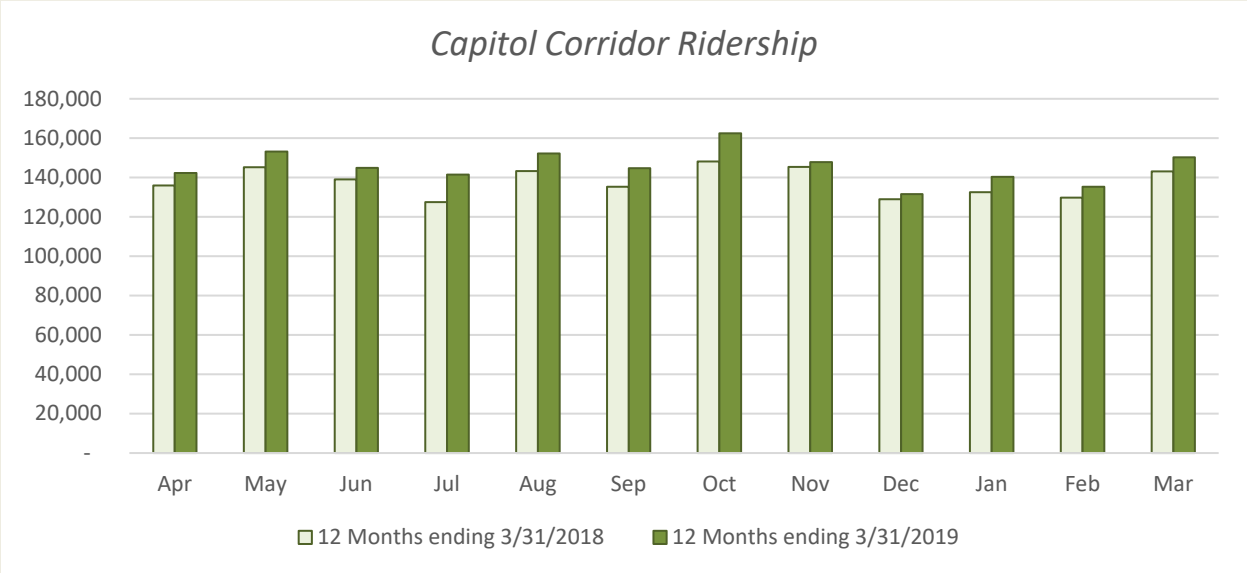
# CAPITOL CORRIDOR ROUTE

There are 15 weekday round-trips between Oakland and Sacramento. One of the trains extends beyond Sacramento to Auburn, and seven of the trains extend beyond Oakland to San Jose. On weekends, there are 11 round-trips between Oakland and Sacramento, with one extension to Auburn and seven round trips to San Jose. The *Capitol Corridor* has the second-highest ridership of all Amtrak state-supported passenger rail services.

Since 1998, day-to-day operations of the *Capitol Corridor* have been managed by the Capitol Corridor Joint Powers Authority through an Interagency Transfer Agreement with the Department of Transportation.

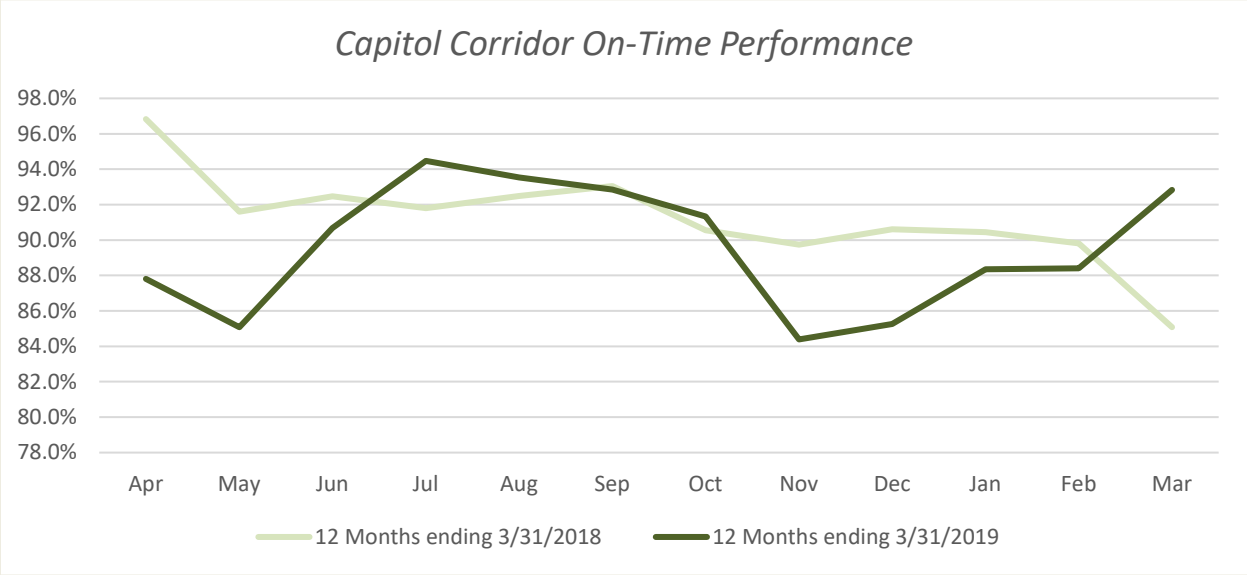
## *RIDERSHIP*

Total ridership on the *Capitol Corridor* for the 12 months ending March 31, 2019 was 1,746,619. This is an increase of 5.6% over ridership of 1,654,094 in the 12 months ending March 31, 2018.




## *ON-TIME PERFORMANCE (OTP)*

Endpoint on-time performance for the *Capitol Corridor* for the 12 months ending March 31, 2019 was 89.6%. This is a decrease of 1.6 percentage points from on-time performance of 91.2% in the 12 months ending March 31, 2018.

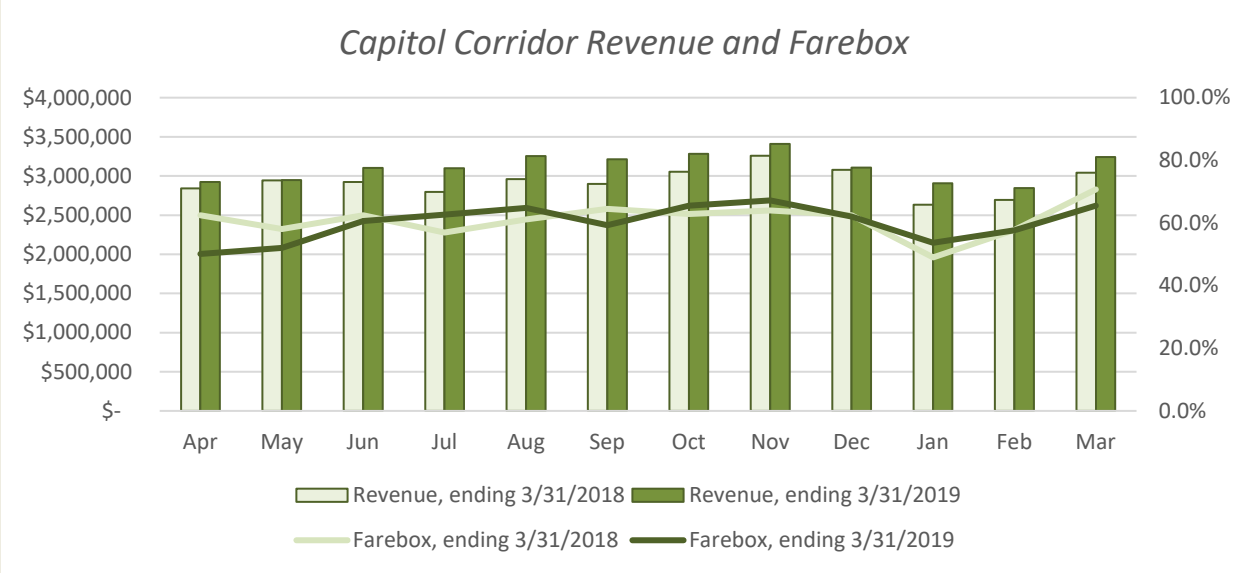



***REVENUE and FAREBOX RATIO***

Total revenue for the *Capitol Corridor* for the 12 months ending March 31, 2019 was $37,342,888. This is an increase of 6.3% over revenue of $35,127,511 in the 12 months ending March 31, 2018.

Total expenses for the 12 months ending March 31, 2019 were $62,401,498, an increase of 8.0% over expenses of $57,781,204 in the 12 months ending March 31, 2018. The resulting farebox ratio in the 12 months ending March 31, 2019 was 59.8%, a decrease of 1.0 percentage points from farebox ratio of 60.8% in the 12 months ending March 31, 2018.

Amtrak costs and contracted services constitute 81.9% of the total operations expenses and fuel costs constitute 7.3% of the total operations expenses.



## *SUMMARY*

The following table provides further detail on ridership, revenue, expense, farebox ratio, and on-time performance for the *Capitol Corridor* for the 12 months ending in the third quarter of both FY 2018-19 and FY 2017-18.

| **State-Supported Intercity Passenger Rail** ***Capitol Corridor*** | | | | |
|---|---|---|---|---|
| | 12 Months Ending 3/31/2019 | 12 Months Ending 3/31/2018 | Difference | Percent Change |
| Ridership | 1,746,619 | 1,654,094 | 92,525 | 5.6% |
| Revenue | $37,342,888 | $35,127,511 | $2,215,377 | 6.3% |
| Expenses | $62,401,498 | $57,781,204 | $4,620,294 | 8.0% |
| Farebox | 59.8% | 60.8% | -1.0PP | |
| On-Time Performance | 89.6% | 91.2% | -1.6PP | |
| *PP - Percentage Points* | | | | |

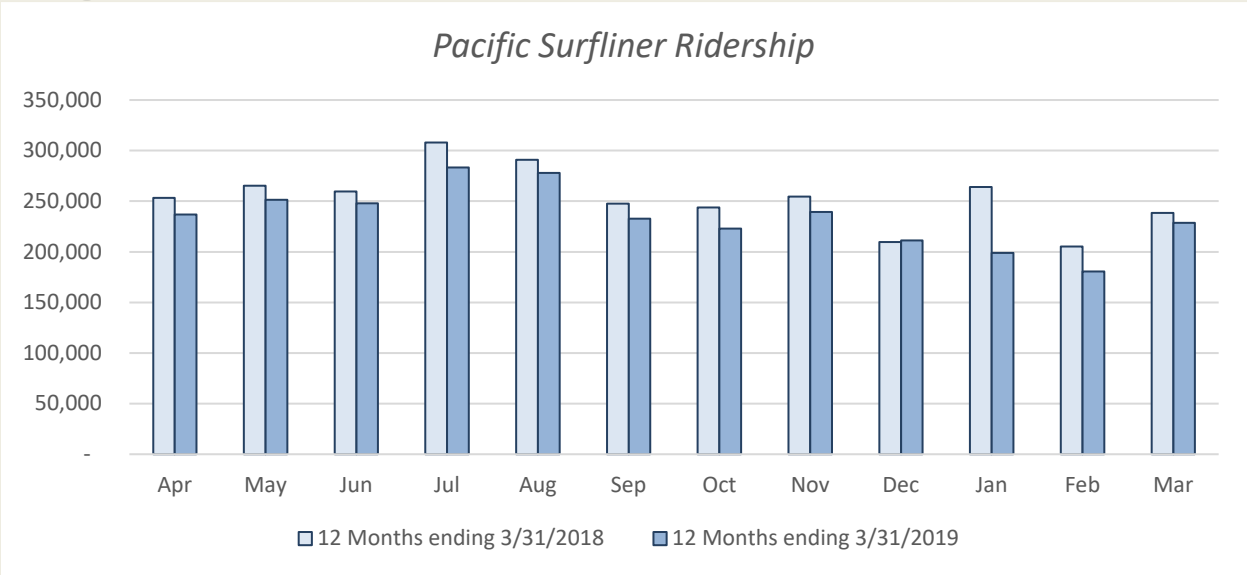
# PACIFIC SURFLINER ROUTE

There are 12 daily round-trips between Los Angeles and San Diego, five of which are through-trains between San Diego and Goleta (Santa Barbara) and two of which continue north, allowing connectivity with San Luis Obispo. The *Pacific Surfliner* has the highest ridership of all Amtrak state-supported passenger rail services.

Since 2015, day-to-day operations of the *Pacific Surfliner* have been managed by the Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency through an Interagency Transfer Agreement with the Department of Transportation.

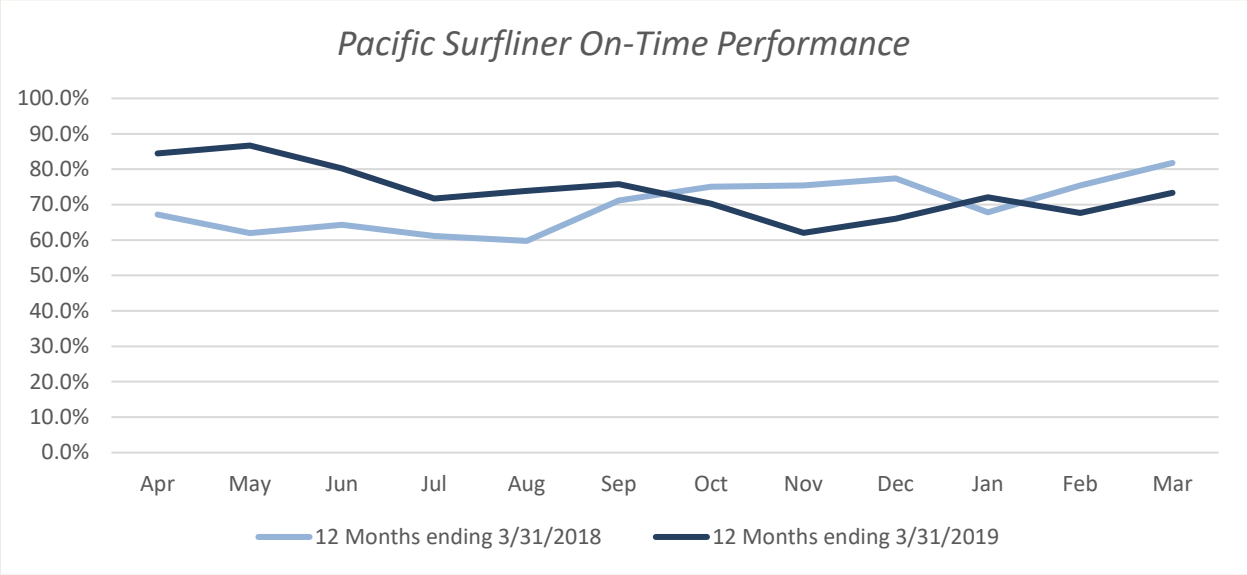
## *RIDERSHIP*

Total ridership on the *Pacific Surfliner* for the 12 months ending March 31, 2019 was 2,811,653. This is a decrease of 7.5% from ridership of 3,040,034 in the 12 months ending March 31, 2018.




## *ON-TIME PERFORMANCE (OTP)*

Endpoint on-time performance for the *Pacific Surfliner* for the 12 months ending March 31, 2019 was 73.8%. This is an increase of 4.0 percentage points over on-time performance of 69.8% in the 12 months ending March 31, 2018.

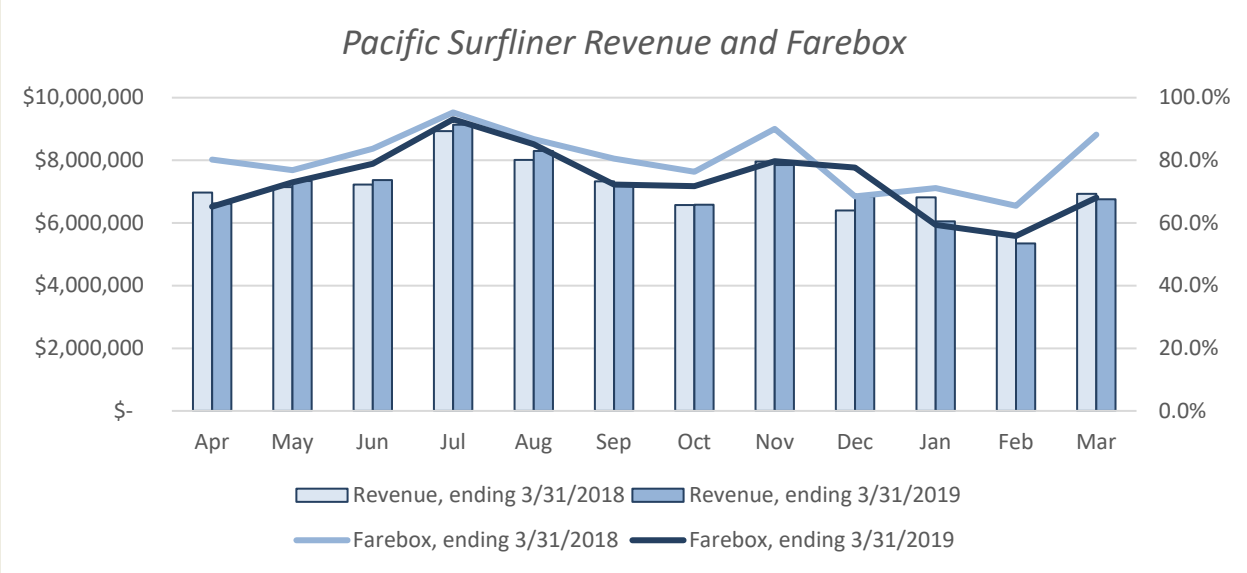



### *REVENUE and FAREBOX RATIO*

Total revenue for the *Pacific Surfliner* for the 12 months ending March 31, 2019 was $85,446,085. This is a decrease of 0.5% from revenue of $85,902,649 in the 12 months ending March 31, 2018.

Total expenses for the 12 months ending March 31, 2019 were $116,675,550, an increase of 8.9% over expenses of $107,123,216 in the 12 months ending March 31, 2018. The resulting farebox ratio in the 12 months ending March 31, 2019 was 73.2%, a decrease of 7.0 percentage points from the farebox ratio of 80.2% in the 12 months ending March 31, 2018.

Amtrak costs and contracted services constitute 82.3% of the total operations expenses and fuel costs constitute 9.3% of the total operations expenses.



## *SUMMARY*

The following table provides further detail on ridership, revenue, expense, farebox ratio, and on-time performance for the *Pacific Surfliner* for the 12 months ending in the third quarter of both FY 2018-19 and FY 2017-18.

**State-Supported Intercity Passenger Rail**
***Pacific Surfliner***

| | 12 Months Ending 3/31/2019 | 12 Months Ending 3/31/2018 | Difference | Percent Change |
|---|---|---|---|---|
| Ridership | 2,811,653 | 3,040,034 | -228,381 | -7.5% |
| Revenue | $85,446,085 | $85,902,649 | -$456,564 | -0.5% |
| Expenses | $116,675,550 | $107,123,216 | $9,552,334 | 8.9% |
| Farebox | 73.2% | 80.2% | -7.0PP | |
| On-Time Performance | 73.8% | 69.8% | 4.0PP | |

*PP - Percentage Points*

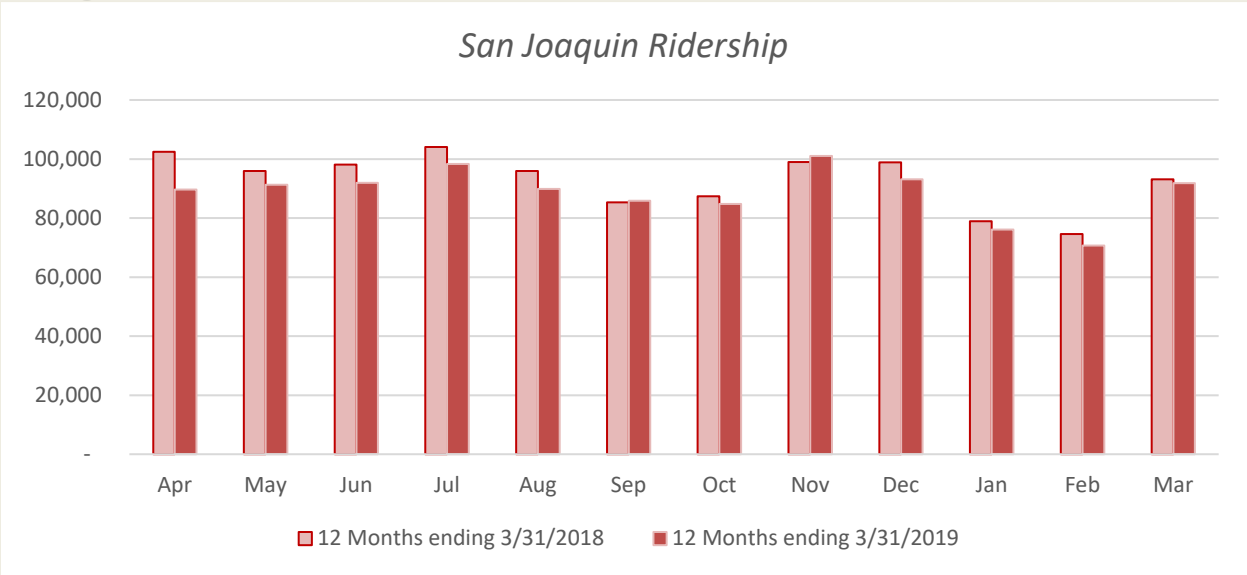
## SAN JOAQUIN ROUTE

Seven daily round-trips serve the San Joaquin Route, five operating between Oakland and Bakersfield and two between Sacramento and Bakersfield. All seven round-trips have dedicated bus connections between Bakersfield, Los Angeles, and other points throughout Southern California. On the north end, buses at Stockton connect Sacramento with Oakland trains and connect Oakland with Sacramento trains, thus providing seven daily arrivals and departures for both northern terminals. Additional connecting buses provide feeder service to communities throughout the north end of the State. The *San Joaquin* has the fifth-highest ridership of all Amtrak state-supported passenger rail services.

Since 2015, day-to-day operations of the *San Joaquin* have been managed by the San Joaquin Joint Powers Authority through an Interagency Transfer Agreement with the Department of Transportation.

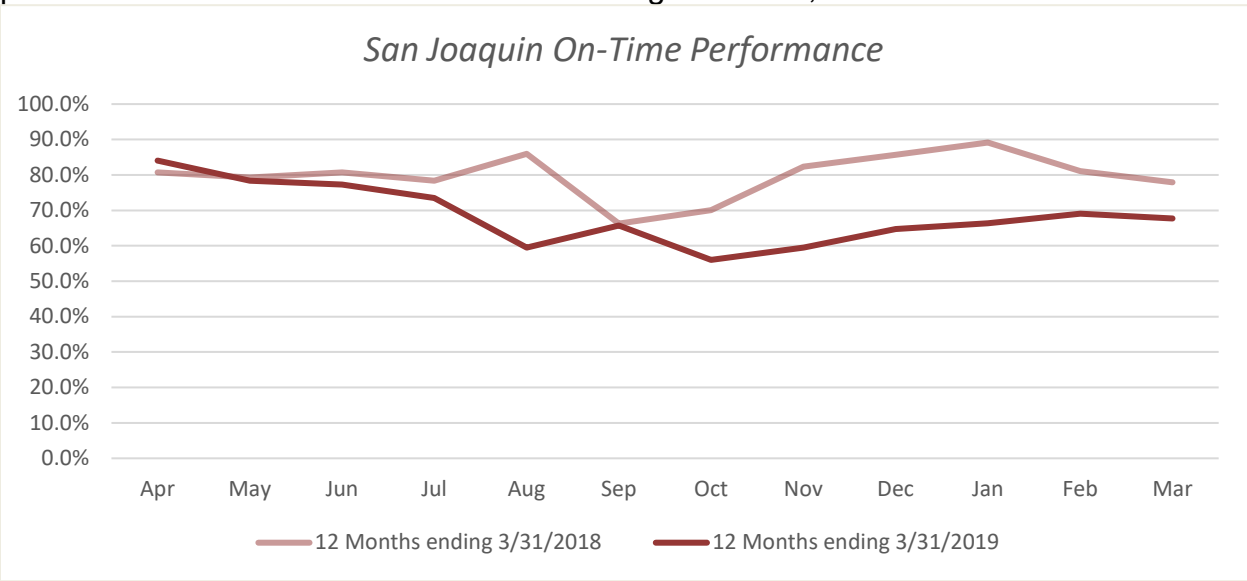
### *RIDERSHIP*

Total ridership on the *San Joaquin* for the 12 months ending March 31, 2019 was 1,064,624. This is a decrease of 4.4% from ridership of 1,113,883 in the 12 months ending March 31, 2018.



### *ON-TIME PERFORMANCE (OTP)*

Endpoint on-time performance for the *San Joaquin* for the 12 months ending March 31, 2019 was 68.4%. This is a decrease of 11.4 percentage points from on-time performance of 79.8% in the 12 months ending March 31, 2018.

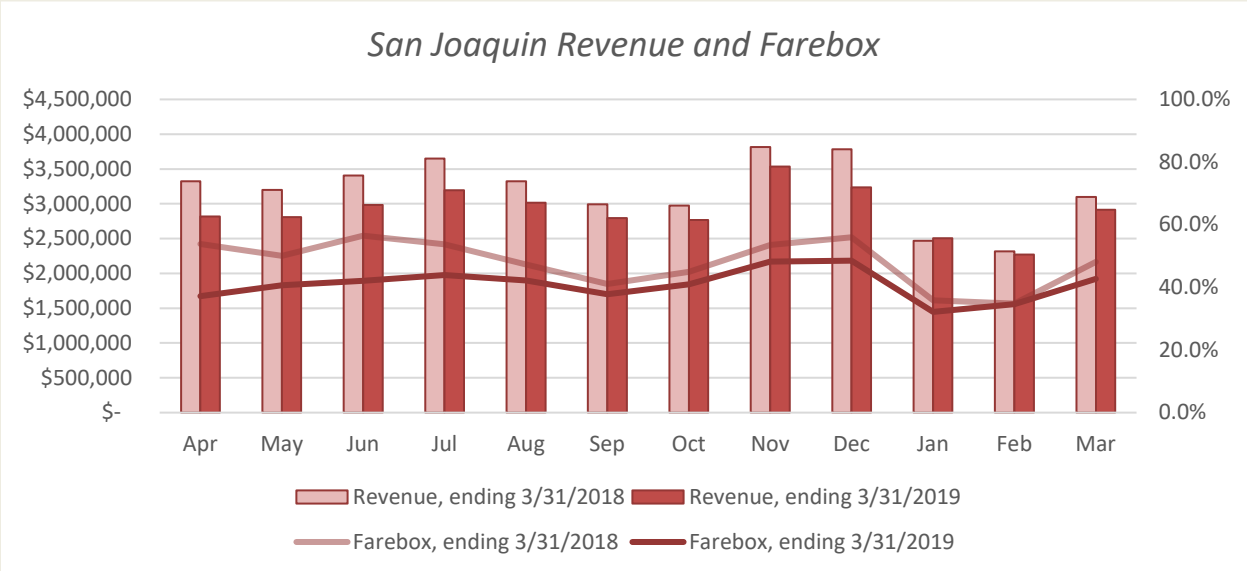



### *REVENUE and FAREBOX RATIO*

Total revenue on the *San Joaquin* for the 12 months ending March 31, 2019 was $34,843,167. This is a decrease of 9.2% from revenue of $38,354,623 in the 12 months ending March 31, 2018.

Total expenses for the 12 months ending March 31, 2019 were $85,328,538, an increase of 6.4% over expenses of $80,186,576 in the 12 months ending March 31, 2018. The resulting farebox ratio in the 12 months ending March 31, 2019 was 40.8%, a decrease of 7.0 percentage points from the farebox ratio of 47.8% in the 12 months ending March 31, 2018.

Amtrak costs and contracted services constitute 84.7% of the total operations expenses and fuel costs constitute 6.2% of the total operations expenses.



***SUMMARY***

The following table provides further detail on ridership, revenue, expense, farebox ratio, and on-time performance for the *San Joaquin* for the 12 months ending in the third quarter of both FY 2018-19 and FY 2017-18.

| **State-Supported Intercity Passenger Rail** ***San Joaquin*** | | | | |
|---|---|---|---|---|
| | 12 Months Ending 3/31/2019 | 12 Months Ending 3/31/2018 | Difference | Percent Change |
| Ridership | 1,064,624 | 1,113,883 | -49,259 | -4.4% |
| Revenue | $34,843,167 | $38,354,623 | -$3,511,455 | -9.2% |
| Expenses | $85,328,538 | $80,186,576 | $5,141,962 | 6.4% |
| Farebox | 40.8% | 47.8% | -7.0PP | |
| On-Time Performance | 68.4% | 79.8% | -11.4PP | |
| *PP - Percentage Points* | | | | |

# Memorandum

**To**: CHAIR AND COMMISSIONERS **CTC Meeting**: June 26-27, 2019

**From**: SUSAN BRANSEN, Executive Director

**Reference Number**: 3.4, Information

**Prepared By**: Teresa Favila,
Associate Deputy Director

**Published Date**: June 14, 2019

Subject: **Local and Regional Agency Notice of Intent to Expend Funds on State Transportation Improvement Program Projects Prior to Commission Allocation per Senate Bill 184**

## Summary:

Senate Bill (SB) 184 (Chapter 462, Statutes of 2007) authorizes a local or regional agency, upon notifying the California Transportation Commission (Commission), to expend its own funds for a project programmed in the State Transportation Improvement Program (STIP) to which the Commission has not yet made an allocation. This report (Attachment A) includes a list of local STIP projects programmed in Fiscal Year (FY) 2019-20 for which notification letters pursuant to SB 184 and allocation requests were received by the Commission.

The Commission received one SB 184 notification letter for a project programmed in FY 2019-20 for planning, programming, and monitoring purposes. Based on SB 184, the effective date that funds may be expended for projects in advance of a Commission allocation is July 1, 2019. The project is listed on Attachment A.

## Background:

Government Code Section 14529.17, as amended by SB 184, permits an agency to expend its own funds for a STIP project, in advance of the Commission's approval of a project allocation, and to be reimbursed for the expenditures subsequent to the Commission's approval of the allocation.

Section 14529.17 is limited to advance expenditures for projects programmed in the current fiscal year of the STIP. FY 2019-20 notifications received prior to the beginning of the fiscal year are effective on July 1, 2019. Notifications received after July 1, 2019, are effective the date the Commission receives the notification letter.

Section 64A of the STIP guidelines directs the agency to submit a copy of the allocation request and SB 184 notification letter to the Commission's Executive

Director. The original allocation request should be submitted to the California Department of Transportation at the same time.

Invoking SB 184 does not establish a priority for allocations made by the Commission nor does it establish a timeframe for when the allocations will be approved by the Commission. The statute does not require the Commission to approve an allocation it would not otherwise approve. SB 184 advance expenditures must be eligible for reimbursement in accordance with state laws and procedures. In the event the advance expenditures are determined to be ineligible, the state has no obligation to reimburse those expenditures.

Attachment:

- Attachment A: SB 184 Notifications for Local STIP Projects

**Attachment A**
**Reference No. 3.4**
**June 26-27, 2019**

# SB 184 Notifications for Local STIP Projects

## FISCAL YEAR 2019-20

**Includes SB 184 Letters Received Prior to July 1, 2019**

| | | | | | | Date Letter | Meeting | Planned | FY | Project Totals by Component | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | County | Agency | Rte | PPNO | Project | is Effective | Reported | Allocation | 19-20 | R/W | Const | E & P | PS&E |
| 1 | San Diego | SANDAG | | 7402 | Planning, Programming, and Monitoring | 01-Jul-19 | Jun-19 | Aug-19 | $ 1,105 | | 1,105 | | |
| | | | | | | | | | | | | | |
| | | | | | **Total (eligible on July 1, 2019, or from Effective Date of Letter, if received later)** | | | | **$1,105** | 0 | 1,105 | 0 | 0 |

State of California
**DEPARTMENT OF TRANSPORTATION**

California State Transportation Agency

# MEMORANDUM

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

**CTC Meeting**: June 26-27, 2019

**From**: STEVEN KECK, Chief Financial Officer

**Reference Number**: 3.12, Information Item

**Prepared By**: Bruce De Terra, Chief
Division of Transportation Programming

**Subject**: **FINAL RIGHT OF WAY EXPENDITURE REPORT FOR STATE TRANSPORTATION IMPROVEMENT PROGRAM PROJECTS AT THE TIME OF CONSTRUCTION CONTRACT ACCEPTANCE**

## SUMMARY:

The California Department of Transportation (Department) is presenting the Final Right of Way Expenditure Report at Construction Contract Acceptance (CCA) for 11 State Transportation Improvement Program (STIP) projects to the California Transportation Commission (Commission) as an informational item.

## BACKGROUND:

Current STIP Right of Way reporting policy, adopted by the Commission in August 2014, requires the reporting of Department-administered STIP Right of Way capital and support expenditures at the time of CCA. This policy is consistent with Senate Bill 853, which was signed by the Governor in June 2014.

The attached spreadsheet contains the final expenditure estimate for 11 STIP projects that have reached the CCA milestone. The Department has notified the regional transportation planning agencies of this report.

Attachment

# Final Right of Way Expenditure Report for STIP projects at Construction Contract Acceptance

| Project | Dist | Co | Rte | PPNO | R/W Estimate at Construction Allocation (R/W Support + Capital) (x $1,000) | | Final R/W cost at Construction Contract Acceptance (CCA) (R/W Support + Capital) (x $1,000) | County/Interregional Share Adjustments Compared to original programmed amount (R/W Support + Capital) (x $1,000) | | | Construction Contract Acceptance (CCA) Date |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 01 | MEN | 101 | 0125Y | | | | | | | |
| | Project Title: Willits Bypass - Ryan Creek/Coho Salmon Mitigation | | | | Programmed | Estimated Expenditures | Final Cost (CCA) | Previous Share Adjustment at allocation | Total Share adjustment at CCA | Net Share Adjustment | December 2017 |
| | Program | | | IIP | $85 | $85 | $71 | $0 | $0 (< 20 %) | $0 | |
| | | | | RIP | $15 | $15 | $12 | $0 | $3 (Credit) | $3 (Credit) | |

| Project | Dist | Co | Rte | PPNO | R/W Estimate at Construction Allocation (R/W Support + Capital) (x $1,000) | | Final R/W cost at Construction Contract Acceptance (CCA) (R/W Support + Capital) (x $1,000) | County/Interregional Share Adjustments Compared to original programmed amount (R/W Support + Capital) (x $1,000) | | | Construction Contract Acceptance (CCA) Date |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 2 | 03 | GLE | 5 | 3708 | | | | | | | |
| | Project Title: Native Planting | | | | Programmed | Estimated Expenditures | Final Cost (CCA) | Previous Share Adjustment at allocation | Total Share adjustment at CCA | Net Share Adjustment | November 2018 |
| | Program | | | IIP | $5 | $3 | $2 | $2 (Credit) | $3 (Credit) | $1 (Credit) | |
| | | | | | | | | | | | |

| Project | Dist | Co | Rte | PPNO | R/W Estimate at Construction Allocation (R/W Support + Capital) (x $1,000) | | Final R/W cost at Construction Contract Acceptance (CCA) (R/W Support + Capital) (x $1,000) | County/Interregional Share Adjustments Compared to original programmed amount (R/W Support + Capital) (x $1,000) | | | Construction Contract Acceptance (CCA) Date |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 3 | 03 | COL | 5 | 2788 | | | | | | | |
| | Project Title: Native Planting | | | | Programmed | Estimated Expenditures | Final Cost (CCA) | Previous Share Adjustment at allocation | Total Share adjustment at CCA | Net Share Adjustment | October 2018 |
| | Program | | | IIP | $5 | $1 | $1 | $4 (Credit) | $4 (Credit) | $0 | |
| | | | | | | | | | | | |

| Project | Dist | Co | Rte | PPNO | R/W Estimate at Construction Allocation (R/W Support + Capital) (x $1,000) | | Final R/W cost at Construction Contract Acceptance (CCA) (R/W Support + Capital) (x $1,000) | County/Interregional Share Adjustments Compared to original programmed amount (R/W Support + Capital) (x $1,000) | | | Construction Contract Acceptance (CCA) Date |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 4 | 05 | Santa Barbara | 246 | 6400 | | | | | | | |
| | Project Title: Route 246 Passing Lanes | | | | Programmed | Estimated Expenditures | Final Cost (CCA) | Previous Share Adjustment at allocation | Total Share adjustment at CCA | Net Share Adjustment | May 2018 |
| | Program | | | RIP | $995 | $995 | $760 | $0 | $235 (Credit) | $235 (Credit) | |
| | | | | | | | | | | | |

IIP Interregional Improvement Program
RIP Regional Improvement Program

**Final Right of Way Expenditure Report for STIP projects at Construction Contract Acceptance**

| Project | Dist | Co | Rte | PPNO | R/W Estimate at Construction Allocation (R/W Support + Capital) (x $1,000) | | Final R/W cost at Construction Contract Acceptance (CCA) (R/W Support + Capital) (x $1,000) | County/Interregional Share Adjustments Compared to original programmed amount (R/W Support + Capital) (x $1,000) | | | Construction Contract Acceptance (CCA) Date |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 5 | 05 | San Luis Obispo | 46 | 0226F | | | | | | | |
| | Project Title: Whitley 1 - Lanscaping Mitigation | | | | Programmed | Estimated Expenditures | Final Cost (CCA) | Previous Share Adjustment at allocation | Total Share adjustment at CCA | Net Share Adjustment | July 2018 |
| | Program | | IIP | | $10 | $8 | $0 | $2 (Credit) | $10 (Credit) | $8 (Credit) | |

| Project | Dist | Co | Rte | PPNO | R/W Estimate at Construction Allocation (R/W Support + Capital) (x $1,000) | | Final R/W cost at Construction Contract Acceptance (CCA) (R/W Support + Capital) (x $1,000) | County/Interregional Share Adjustments Compared to original programmed amount (R/W Support + Capital) (x $1,000) | | | Construction Contract Acceptance (CCA) Date |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 6 | 06 | Tulare | 99 | 6423 | | | | | | | |
| | Project Title: Route 99 Betty Drive Interchange Improvements | | | | Programmed | Estimated Expenditures | Final Cost (CCA) | Previous Share Adjustment at allocation | Total Share adjustment at CCA | Net Share Adjustment | March 2018 |
| | Program | | RIP | | $6,492 | $6,492 | $7,790 | $0 | $0 (< 20 %) | $0 (< 20 %) | |

| Project | Dist | Co | Rte | PPNO | R/W Estimate at Construction Allocation (R/W Support + Capital) (x $1,000) | | Final R/W cost at Construction Contract Acceptance (CCA) (R/W Support + Capital) (x $1,000) | County/Interregional Share Adjustments Compared to original programmed amount (R/W Support + Capital) (x $1,000) | | | Construction Contract Acceptance (CCA) Date |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 7 | 06 | Tulare | 65 | 8650A | | | | | | | |
| | Project Title: Terra Bella Expressway | | | | Programmed | Estimated Expenditures | Final Cost (CCA) | Previous Share Adjustment at allocation | Total Share adjustment at CCA | Net Share Adjustment | June 2018 |
| | Program | | RIP | | $7,730 | $7,730 | $11,100 | $0 | $3,370 (Debit) | $3,370 (Debit) | |

| Project | Dist | Co | Rte | PPNO | R/W Estimate at Construction Allocation (R/W Support + Capital) (x $1,000) | | Final R/W cost at Construction Contract Acceptance (CCA) (R/W Support + Capital) (x $1,000) | County/Interregional Share Adjustments Compared to original programmed amount (R/W Support + Capital) (x $1,000) | | | Construction Contract Acceptance (CCA) Date |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 8 | 06 | Kern | 14 | 8042A | | | | | | | |
| | Project Title: Freeman Gulch Widening - Segment 1 | | | | Programmed | Estimated Expenditures | Final Cost (CCA) | Previous Share Adjustment at allocation | Total Share adjustment at CCA | Net Share Adjustment | September 2018 |
| | Program | | IIP | | $4,520 | $4,520 | $2,974 | $0 | $1,546 (Credit) | $1,546 (Credit) | |
| | | | ++ RIP | | $6,780 | $6,780 | $4,460 | $0 | $2,320 (Credit) | | |

++ RIP funding for this project comes from Kern (2/3), Mono (1/6), and Inyo (1/6) counties.

| | |
|---|---|
| Adjustment for Kern County | $1,546 (Credit) |
| Adjustment for Mono County | $387 (Credit) |
| Adjustment for Inyo County | $387 (Credit) |

IIP Interregional Improvement Program
RIP Regional Improvement Program

# Final Right of Way Expenditure Report for STIP projects at Construction Contract Acceptance

| Project | Dist | Co | Rte | PPNO | R/W Estimate at Construction Allocation (R/W Support + Capital) (x $1,000) | | Final R/W cost at Construction Contract Acceptance (CCA) (R/W Support + Capital) (x $1,000) | County/Interregional Share Adjustments Compared to original programmed amount (R/W Support + Capital) (x $1,000) | | | Construction Contract Acceptance (CCA) Date |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 9 | 07 | LA | 5 | 2808A | | | | | | | |
| | Project Title<br>Orange County to Rte 605 - Carmenita interchange | | | | Programmed | Estimated Expenditures | Final Cost (CCA) | Previous Share Adjustment at allocation | Total Share adjustment at CCA | Net Share Adjustment | April 2018 |
| | Program | | IIP | | $750 | $750 | $901 | $0 | $151 (Debit) | $151 (Debit) | |
| | | | RIP | | $36,866 | $36,513 | $72,160 | $0 | $35,294 (Debit) | $35,294 (Debit) | |

| Project | Dist | Co | Rte | PPNO | R/W Estimate at Construction Allocation (R/W Support + Capital) (x $1,000) | | Final R/W cost at Construction Contract Acceptance (CCA) (R/W Support + Capital) (x $1,000) | County/Interregional Share Adjustments Compared to original programmed amount (R/W Support + Capital) (x $1,000) | | | Construction Contract Acceptance (CCA) Date |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 10 | 08 | SBD | 138 | 0239D | | | | | | | |
| | Project Title<br>Route 138 Widening (Segment 1) | | | | Programmed | Estimated Expenditures | Final Cost (CCA) | Previous Share Adjustment at allocation | Total Share adjustment at CCA | Net Share Adjustment | November 2018 |
| | Program | | IIP | | $6,529 | $8,960 | $13,793 | $2,431 (Debit) | $7,264 (Debit) | $4,833 (Debit) | |
| | | | | | | | | | | | |

| Project | Dist | Co | Rte | PPNO | R/W Estimate at Construction Allocation (R/W Support + Capital) (x $1,000) | | Final R/W cost at Construction Contract Acceptance (CCA) (R/W Support + Capital) (x $1,000) | County/Interregional Share Adjustments Compared to original programmed amount (R/W Support + Capital) (x $1,000) | | | Construction Contract Acceptance (CCA) Date |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 11 | 11 | SD | 165 | 1008 | | | | | | | |
| | Project Title<br>Balboa Park Historic Preservation - Phase 2 | | | | Programmed | Estimated Expenditures | Final Cost (CCA) | Previous Share Adjustment at allocation | Total Share adjustment at CCA | Net Share Adjustment | May 2018 |
| | Program | | IIP | | $20 | $20 | $0 | $0 | $20 (Credit) | $20 (Credit) | |
| | | | | | | | | | | | |

IIP Interregional Improvement Program
RIP Regional Improvement Program

State of California
**DEPARTMENT OF TRANSPORTATION**

California State Transportation Agency

# MEMORANDUM

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

**CTC Meeting**: June 26-27, 2019

**From**: STEVEN KECK, Chief Financial Officer

**Reference Number**: 3.13, Information Item

**Prepared By**: Rihui Zhang, Chief
Division of Local Assistance

**Subject**: **SECOND QUARTER – BALANCE REPORT ON AB 1012 "USE IT OR LOSE IT" PROVISION FOR FEDERAL FISCAL YEAR 2017 UNOBLIGATED RSTP AND CMAQ FUNDS**

## SUMMARY:

As of March 31, 2019, the Regional Surface Transportation Program (RSTP) has approximately $24.7 million and the Congestion Mitigation and Air Quality Improvement Program (CMAQ) has approximately $31 million that are subject to reprogramming.

## BACKGROUND:

The Intermodal Surface Transportation Efficiency Act was enacted in 1991 and was in effect for six years. During that time, the Regions only obligated 87 percent of their federal funding. The next Federal Highway Act, known as the Transportation Equity Act for the 21st Century (TEA-21), was signed into law in 1998. During the first two years of TEA-21, the Regions' obligation of federal funds declined to 41 percent. By October 1999, the Regions had accumulated a $1.2 billion backlog in federal apportionments and $854 million in Obligation Authority (OA).

Assembly Bill (AB) 1012 was enacted on October 10, 1999 (Chapter 783, Statutes of 1999), with a goal of improving the delivery of transportation projects and addressing the backlog of the Regions' federal apportionments and OA. AB 1012 states that RSTP and CMAQ funds not obligated within the first three years of federal eligibility are subject to reprogramming by the California Transportation Commission in the fourth year to prevent the funds from being lost by the state.

The annual notice to the Regions, under AB 1012 "Use It or Lose It" provisions for Federal Fiscal Year (FFY) 2017 (October 1, 2016 through September 30, 2017), was released on November 16, 2018. The total FFY 2017 funds identified as subject to reprogramming under the provisions of AB 1012 were approximately $60 million. This included approximately $25.2 million of RSTP funds and approximately $34.8 million of CMAQ funds. As of March 31, 2019, the RSTP amount has decreased to $24,746,677 and the CMAQ amount has decreased to $31,040,699.

The California Department of Transportation (Department) is responsible for monitoring and reporting unobligated balances. Each month, the Department provides notification to the Regions of the unobligated RSTP and CMAQ balances that have one year remaining under the AB 1012 guidelines. Beginning in FFY 2000, and continuing through FFY 2018, the Department's local partners have delivered enough projects to obligate a minimum of 100 percent of the available OA. The Department anticipates to fully deliver for the 20th consecutive year.

Attachments

# AB 1012
## Balances entering the 3rd Year
## (from FFY 2017*)
## Regional Report Summary

*Previously referred to as Cycle 20

| Region | CMAQ Unobligated 03/31/2019 Delivery Balance [1] | CMAQ Amount Subject to AB 1012 Reprogramming 11/01/2019 [2] | RSTP Unobligated 03/31/2019 Delivery Balance [1] | RSTP Amount Subject to AB 1012 Reprogramming 11/01/2019 [2] |
|---|---|---|---|---|
| Butte | 1,213,288 | - | 3,021,474 | - |
| Fresno | 25,278,894 | - | 23,267,974 | - |
| Kern | 15,892,479 | - | 9,431,682 | - |
| Kings | 1,815,352 | - | 2,105,645 | - |
| Los Angeles | 169,907,243 | - | 250,474,897 | - |
| Madera | 6,122,406 | 908,079 | 2,072,694 | - |
| Merced | 7,510,115 | 801,553 | 3,519,896 | - |
| Monterey[3] | - | - | 5,690,643 | - |
| Orange | 66,076,833 | - | 33,104,133 | - |
| Riverside | 42,539,519 | - | 48,420,644 | - |
| S. F. Bay Area (MTC) | 40,483,147 | - | 35,790,334 | - |
| Sacramento (SACOG) | 27,310,411 | - | 20,788,568 | - |
| San Benito[3] | - | - | 766,125 | - |
| San Bernardino | 106,462,986 | 28,707,668 | 93,687,246 | 23,914,929 |
| San Diego | (13,696,743) | - | 33,483,341 | - |
| San Joaquin | 9,500,611 | - | 1,467,884 | - |
| San Luis Obispo | 4,281,459 | - | 3,763,774 | - |
| Santa Barbara[3] | - | - | 5,839,475 | - |
| Santa Cruz[3] | - | - | 3,587,935 | - |
| Stanislaus | 12,538,838 | - | 14,075,876 | 193,669 |
| Tahoe | 1,584,730 | - | 1,345,036 | - |
| Tulare | 2,613,451 | - | 8,441,764 | - |
| Ventura | 15,081,169 | 93,342 | 995,779 | - |
| Rural Counties & SCAG | 7,337,564 | 530,057 | 24,328,719 | 638,078 |
| | | | | |
| TOTAL | 549,853,752 | 31,040,699 | 629,471,538 | 24,746,677 |

**Footnotes:**

Balances in the 3rd year (October 1, 2018) are subject to reprogramming on November 1, 2019. These balances include the Federal Fiscal Year (FFY) 2018 "Actual" apportionments (dated October 17, 2018) and FFY 2019 "Estimated" apportionments (dated November 8, 2018).

[1] Indicates all apportionments not yet obligated.

[2] Totals reflect balances in the third year.

[3] These Regions are in air quality attainment and cannot use unobligated CMAQ apportionments, which are deobligations of closed out projects. It is anticipated that any CMAQ balance that accumulates in a Region in air quality attainment will be included in a future CMAQ rescission or transferred to another Region that over-delivered prior to end of the current FFY.

Apportionment Status Report
CMAQ and RSTP
as of March 31, 2019

AB 1012
Balances entering the 3rd Year
(from FFY 2017*)
Rural Report Summary

*Previously referred to as Cycle 20

| Region | CMAQ Unobligated 03/31/2019 Delivery Balance [1] | CMAQ Amount Subject to AB 1012 Reprogramming 11/01/2019 [2] | RSTP Unobligated 03/31/2019 Delivery Balance [1] | RSTP Amount Subject to AB 1012 Reprogramming 11/01/2019 [2] |
|---|---|---|---|---|
| **Rural County Information:** | | | | |
| Alpine | - | - | 144,889 | - |
| Amador[3] | 344,863 | - | 538,287 | - |
| Calaveras | 63,660 | - | 644,055 | - |
| Colusa | - | - | 309,797 | - |
| Del Norte | - | - | 403,917 | - |
| El Dorado | - | - | 1,183,043 | - |
| Glenn | - | - | 400,214 | - |
| Humboldt | - | - | 1,885,255 | - |
| Imperial (SCAG) | 3,527,647 | 99,424 | 5,352,431 | 492,792 |
| Inyo | - | - | 801,076 | - |
| Lake | - | - | 901,271 | - |
| Lassen | - | - | 523,506 | - |
| Mariposa | 646,068 | 317,891 | 267,092 | - |
| Mendocino | - | - | 1,256,166 | - |
| Modoc | - | - | 327,820 | - |
| Mono | - | - | 324,609 | - |
| Nevada | 1,041,369 | - | 1,363,850 | - |
| Placer | - | - | 1,105,505 | - |
| Plumas | - | - | 301,503 | - |
| Shasta | - | - | 2,460,638 | - |
| Sierra | - | - | 147,874 | - |
| Siskiyou | - | - | 724,056 | - |
| Tehama | 1,218,398 | 112,742 | 1,896,290 | 145,286 |
| Trinity | - | - | 288,240 | - |
| Tuolumne[3] | 495,559 | - | 777,333 | - |
| | | | | |
| Rural Combined Totals: | 7,337,564 | 530,057 | 24,328,719 | 638,078 |

**Footnotes:**

Balances in the 3rd year (October 1, 2018) are subject to reprogramming on November 1, 2019. These balances include the Federal Fiscal Year (FFY) 2018 "Actual" apportionments (dated October 17, 2018) and FFY 2019 "Estimated" apportionments (dated November 8, 2018).

[1] Indicates all apportionments not yet obligated.

[2] Totals reflect balances in the third year.

[3] Due to the 2015 Ozone factor, these Regions are back in non-attainment areas at the beginning of FFY 2019, and consequently receive FFY 2019 CMAQ funding. These Regions were previously in air quality attainment as of the beginning of FFY 2016 and did not receive any CMAQ funding.

State of California
**DEPARTMENT OF TRANSPORTATION**

California State Transportation Agency

# MEMORANDUM

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

**CTC Meeting**: June 26-27, 2019

**From**: STEVEN KECK, Chief Financial Officer

**Reference Number**: 2.1a.(2), Action Item

**Prepared By**: Bruce De Terra, Chief
Division of Transportation Programming

**Subject: STIP AMENDMENT 18S-17**
**LOS ANGELES COUNTY – PPNO 5430**

## ISSUE:

Should the California Transportation Commission (Commission) approve the requested State Transportation Improvement Program (STIP) Amendment 18S-17?

## RECOMMENDATION:

The California Department of Transportation (Department) will request that the Commission approve the requested STIP Amendment 18S-17. This item was noticed at the Commission's May 2019 meeting.

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 the 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.

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** |

**RESOLUTION:**

Be it Resolved, that the California Transportation Commission does hereby amend the Los Angeles County Metropolitan Transportation Authority for the Bus Acquisition 1 project in Los Angeles County, to delay construction from Fiscal Year 2019-20 to 2020-21 in Los Angeles County.

State of California
**DEPARTMENT OF TRANSPORTATION**

California State Transportation Agency

# MEMORANDUM

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

**CTC Meeting**: June 26-27, 2019

**From**: STEVEN KECK, Chief Financial Officer

**Reference Number**: 2.1a.(3), Action Item

**Prepared By**: Bruce De Terra, Chief
Division of Transportation Programming

**Subject**: **STIP AMENDMENT 18S-18**
**LAKE COUNTY – PPNO 3032R**

## ISSUE:

Should the California Transportation Commission (Commission) approve the requested State Transportation Improvement Program (STIP) Amendment 18S-18?

## RECOMMENDATION:

The California Department of Transportation (Department) recommends that the Commission approve the requested STIP Amendment 18S-18. This item was noticed at the Commission's May 2019 meeting.

The 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.

## BACKGROUND:

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 has 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.

For these reasons, the County and Lake APC have requested that the STIP construction funds be reprogrammed in 2020-2021.

The proposed changes described below 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** |

**RESOLUTION:**

Be it Resolved, that the California Transportation Commission does hereby amend the Lake County and the Lake County/City Area Planning Council for the South Main Street Rehabilitation project in Lake County, to delay construction from Fiscal Year 2019-20 to 2020-21 in Lake County.

State of California
**DEPARTMENT OF TRANSPORTATION**

California State Transportation Agency

# MEMORANDUM

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

**CTC Meeting**: June 26-27, 2019

**From**: STEVEN KECK, Chief Financial Officer

**Reference Number**: 2.1a.(4), Action Item

**Prepared By**: Bruce De Terra, Chief
Division of Transportation Programming

**Subject**: **STIP AMENDMENT 18S-19**
**SACRAMENTO COUNTY – PPNOS 1684/1799**

## ISSUE:

Should the California Transportation Commission (Commission) approve the requested State Transportation Improvement Program (STIP) Amendment 18S-19?

## RECOMMENDATION:

The California Department of Transportation (Department) recommends that the Commission approve the requested STIP Amendment 18S-19. This item was noticed at the Commission's May 2019 meeting.

Sacramento County (County) and the Sacramento Area Council of Governments (SACOG) propose to amend the Power Inn Road Improvement project (PPNO 1684/1799) 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.

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; therefore, it needs to 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 | ~~1684~~ **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** |

**RESOLUTION:**

Be it Resolved, that the California Transportation Commission does hereby amend the Sacramento County and the Sacramento Area Council of Governments for the Power Inn Road Improvement project in Sacramento County, to delay construction from Fiscal Year 2019-20 to 2021-22.

State of California
**DEPARTMENT OF TRANSPORTATION**

California State Transportation Agency

# MEMORANDUM

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

**CTC Meeting**: June 26-27, 2019

**From**: STEVEN KECK, Chief Financial Officer

**Reference Number**: 2.2c. (1), Action Item

**Prepared By**: Philip J. Stolarski, Chief
Division of Environmental Analysis

**Subject**: **APROVAL OF PROJECTS FOR FUTURE CONSIDERATION OF FUNDING**

**RESOLUTIONS: E-19-49, E-19-50, E-19-51, E-19-52, E-19-53, E-19-54, E-19-55, E-19-56, E-19-57, and E-19-58**

## ISSUE:

Should the California Transportation Commission (Commission), as a responsible agency, approve the attached Resolutions E-19-49, E-19-50, E-19-51, E-19-52, E-19-53, E-19-54, E-19-55, E-19-56, E-19-57, and E-19-58?

## RECOMMENDATION:

The California Department of Transportation (Department) recommends that the Commission, as a responsible agency, approve the attached Resolutions E-19-49, E-19-50, E-19-51, E-19-52, E-19-53, E-19-54, E-19-55, E-19-56, E-19-57, and E-19-58.

## BACKGROUND:

### 03-Gle-162, PM 76.3/78.6

### Resolution E-19-49

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 162 (SR 162) in Glenn County. Replace existing bridge on SR 162 near Butte City. (PPNO 2633)

This project is located on SR 162 near Butte City in Glenn County. The project proposes to replace the Sacramento River Bridge (No. 11-0017). The project proposes to seismic retrofit the existing bridge by replacing both segments of the current bridge and reconstruct the east side roadway to conform with the new structure. The proposed project addresses issues of the current bridge built in 1948 and deemed seismically vulnerable to section losses in pilings as well as viaduct concrete girders exhibiting signs of distress due to insufficient shear capacity. This project proposes to preserve and extend the useful life of the existing roadway and meet current design standards. The project is currently programmed in the 2018 State Highway Operation Protection Program (SHOPP) for an estimated total of $54.0 million which includes Construction (capital and support) and Right-of-Way (capital and support). Construction is estimated to begin in fiscal year 2021-22. 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, credits will be purchased at approved mitigation banks for impacts to the Valley Elderbelly Longhorn Beetle and Swainson's Hawk habitat, compensatory mitigation will be implemented for the loss of riparian habitat, and an Oak Woodland Mitigation Plan shall be prepared. As a result, an MND was completed for this project.

Attachment 1

**03-Pla-49, PM 1.8/2.4**

**Resolution E-19-50**

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 Placer County. Construct a roundabout on SR 49 in the city of Auburn. (PPNO 4785)

This project is located on SR 49 in the city of Auburn in Placer County. The project proposes to realign two reverse curves at the SR 49/Borland Avenue/Lincoln Way intersection. The project proposes to construct a roundabout facility and widen shoulder widths to meet the Highway Design Manual standards. The proposed project will address the need to reduce the number of collisions involving loss of control in the reversing curves and trailer off-tracking on narrow shoulders at tight radius curves. The project is currently programmed in the 2018 SHOPP for an estimated total of $8.9 million, which includes Construction (capital and support) and Right-of-Way (capital and support). Construction is estimated to begin in 2020.
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 ND has been provided to Commission staff. The project will result in less than significant impacts to the environment. As a result, an ND was completed for this project.

Attachment 2

**03-Sac-99, PM 7.1/9.4**

**Resolution E-19-51**

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 99 (SR 99) in Sacramento County. Replace an existing bridge on SR 99 near the city of Elk Grove. (PPNO 6912)

This project is located on SR 99, south of the Dillard Road overcrossing to south of Grant Line Road near the city of Elk Grove in Sacramento County. The project proposes to replace four bridge structures, improve the Dillard Road Overcrossing, relinquish the McConnell Underpass, replace the McConnell overhead structure, and realign the southbound lanes. The proposed project addresses the current structural and seismic deficiencies of the four Cosumnes bridges, the non-standard horizontal and vertical clearances of the existing southbound McConnell underpass and structural deficiencies of the Dillard Road Overcrossing. In addition, the two southbound Cosumnes River bridges have sub-standard freeway/expressway bridge shoulder widths that may contribute to the higher than statewide average collision data. The project is currently programmed in the 2018 SHOPP for an estimated total of $139 million which includes Construction (capital and support) and Right-of-Way (capital and support). Construction is estimated to begin in 2020. 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 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 3

**04-Ala-680, PM M12.4/R21.9**

**Resolution E-19-52**

The attached resolution proposes to approve for future consideration of funding the following project for which a Negative Declaration (ND) has been completed:

- Interstate 680 (I-680) in Alameda County. Construct roadway improvements on a portion of I-680 in the town of Sunol and the city of Dublin. (PPNO O481P)

This project is located on I-680 from the Koopman Road Undercrossing in the town of Sunol to the Alcosta Boulevard Overcrossing in the city of Dublin in Alameda County. The project proposes to rehabilitate the pavement and upgrade highway related features along I-680. The proposed project addresses the various portions of freeway pavement that are deteriorated into advanced phases of cracking and faulting. The project will also extend the service life of roadway and enhance travel safety and ride quality. The project is fully funded and currently programmed in the 2018 SHOPP for an estimated total of $142.1 million, which includes Construction (capital and support) and Right-of-Way (capital and support). Construction is estimated to begin at the end of 2019. 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 ND has been provided to Commission staff. The project will result in less than significant impacts to the environment. As a result, an ND was completed for this project.

Attachment 4

**06-Ker-5, PM 5.6/8.8**

**Resolution E-19-53**

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 5 (I-5) in Kern County. Perform maintenance on existing drainage channel on I-5 in Kern County. (PPNO 6749)

This project is located on I-5 at various locations north of the Fort Tejon Overcrossing to south of the Grapevine Undercrossing in Kern County. The project proposes to rehabilitate the deteriorated concrete channels for the drainage systems at these locations. The proposed project addresses the need to clean out the channel, remove and replace concrete and slurry any voids caused by erosion. The project is fully funded and currently programmed in the 2018 SHOPP for an estimated total of $7.1 million, which includes Construction (capital and support) and Right-of-Way (capital and support). Construction is estimated to begin at the end of 2019. 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, pre-construction species surveys will be conducted, Environmentally Sensitive Areas will be fenced, nest-protection buffers will be implemented, and biological monitoring will be done on site. As a result, an MND was completed for this project.

Attachment 5

**06-Ker-5, PM 7.5/9.0**

**Resolution E-19-54**

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 5 (I-5) in Kern County. Perform maintenance on existing culverts on I-5 in Kern County. (PPNO 6884)

This project is located on I-5 at four locations north of the Fort Tejon Overcrossing to south of the Grapevine Undercrossing in Kern County. The project proposes to replace damaged reinforced concrete box culverts (RCBC) at these locations. The proposed project will address the need to mitigate and reduce future scour and erosion in and around these RCBC's. The project is fully funded and currently programmed in the 2018 SHOPP for $14.2 million, which includes Construction (capital and support) and Right-of-Way (capital and support). Construction is estimated to begin in fiscal year 2020. 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, pre-construction species surveys will be conducted, Environmentally Sensitive Areas will be fenced, nest-protection buffers will be implemented, and biological monitoring will be done on site. As a result, an MND was completed for this project.

Attachment 6

**08-Riv-86, PM R19.2/R21.6**

**Resolution E-19-55**

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 86 (SR 86) in Riverside County. Construct a new interchange on SR 86 at Avenue 50 in the city of Coachella. (EA 0C970)

This project is located at the intersection of SR 86 and Avenue 50 in the city of Coachella in Riverside County. This project proposes to convert an at-grade signalized intersection into a grade-separated full interchange with a new overcrossing bridge and access ramps. The proposed project addresses the issues of water flooding and damage during severe winter and

summer storms. The proposed project is projected to improve operational efficiency and mobility to and from the city of Coachella and enhance levels of service at local and adjacent street intersections. The project is fully funded through the City of Coachella, Coachella Valley Associated Governments and Federal Demonstration funds. Construction is projected to begin in 2021.

A copy of the MND has been provided to Commission staff. The project will result in less than significant impacts to the environment after mitigation. The following resource areas may be impacted by the project: biological and paleontological resources. Avoidance and minimization measures will reduce any potential effects on the environment. These measures include, but are not limited to, impacts to jurisdictional waters will be mitigated through the purchase of credits at an approved mitigation bank, and a Paleontological Mitigation Plan shall be prepared. As a result, an MND was completed for this project.

Attachment 7

**08-SBd-38, PM 47.5/59.4**

**Resolution E-19-56**

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 38 (SR 38) in San Bernardino County. Repair or replace existing culverts on a portion of SR 38 in San Bernardino County. (PPNO 0205C)

This project is located on SR 38 between Zaca Road and the junction of State Route 18 at Big Bear Lake Dam in San Bernardino County. The project proposes to rehabilitate or replace 43 culverts. The proposed project addresses deteriorating drainage systems that ae severely rusted and reaching the end of their service life. The project proposes to provide for safe and efficient intraregional mobility of the traveling public and goods that currently has significant traffic volumes throughout the region. The project is fully funded and currently programmed in the 2018 SHOPP for an estimated total of $10.6 million, which includes Construction (capital and support) and Right-of-Way (capital and support). The scope, as described for the preferred alternative, is consistent with the project scope programmed by the Commission in the 2018 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

**08-SBd-62, PM 124.0/142.0**

**Resolution E-19-57**

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 62 (SR 62) in San Bernardino County. Restore storm eroded embankments on a portion of SR 62 in San Bernardino County. (PPNO 0205C)

This project is located at various locations along SR 62 near Vidal Junction, west of SR 95 to west of Parker Dam Road in San Bernardino County. The project proposes to restore eroded embankments with rock slope protection, concrete aprons and install rumble strips at ten desert wash locations. The proposed project addresses the issue of flash flood events and water runoff across the roadbeds during heavy rains, leading to closures and roadway damage. The proposed project will restore the ten facilities to their original condition and reduce the number of road closured and maintenance repairs. The project is fully funded and currently programmed in the 2018 State Highway Operation Protection Program (SHOPP) for an estimated total of $12.7 million, which includes Construction (capital and support) and Right-of-Way (capital and support). 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 9

**12-Ora-57, PM 11.5/12.5**

**Resolution E-19-58**

The attached resolution proposes to approve for future consideration of funding the following project for which a Mitigated Negative Declaration (MND) has been completed:

- State Route 57 (SR 57) in Orange County. Construct roadway improvements on a portion of SR 57 in Orange County. (EA 0M970)

This proposed project is located on SR 57 from Orangewood Avenue to Katella Avenue in Orange County. The project proposes to construct a fifth general purpose lane in the northbound direction of SR 57 through the Katella Avenue interchange. Also proposed are upgrades to non-standard median and sight distances, and reconfiguration of existing on and off ramps which will relieve existing northbound SR 57 congestion and improve mobility by adding capacity. The project is currently funded through the Project Approval/Environmental Document phase from Surface Transportation Block Grant funds. Additional funding may potentially come from Federal, State and local sources. Construction is projected to begin in fiscal year 2022-23.

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, temporarily disturbed streambeds will be restored to pre-project conditions, and permanent losses of streambeds will be mitigated at pre-approved mitigation sites. As a result, an MND was completed for this project.

Attachment 10

# Attachment 1

**CALIFORNIA TRANSPORTATION COMMISSION**

**Resolution for Future Consideration of Funding**
**03-Gle-162, PM 76.3/78.6**
**Resolution E-19-49**

**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 162 (SR 162) in Glenn County. Replace existing bridge on SR 162 near Butte City. (PPNO 2633)

**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 1

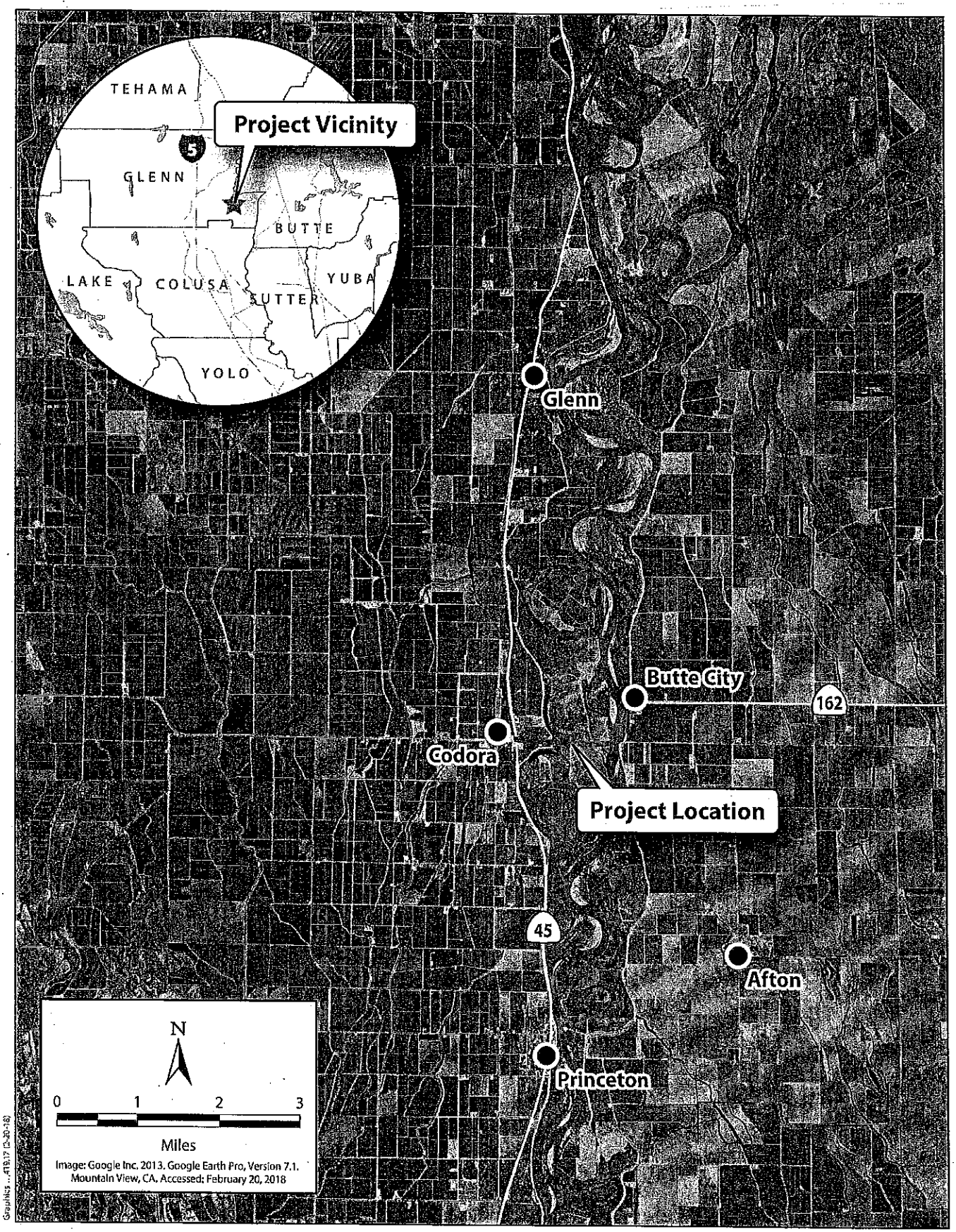



**Figure 1**
**Project Vicinity and Location**

# NOTICE OF DETERMINATION

To: Office of Planning and Research
1400 Tenth Street, Room 121
Sacramento, CA 95814

From: California Transportation Commission
Attn: Jose Oseguera
1120 N Street, 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:** Butte City Bridge Replacement Project

| 2019039046 | Rajpreet Bihala | (530) 741-5535 |
|---|---|---|
| **State Clearinghouse Number** | **Lead Agency Contact Person** | **Area Code/Telephone** |

**Project Location** (include county): State Route 162 (SR 162) in Glenn County.

**Project Description:** Replace an existing bridge on SR 162 in Glenn County.

This is to advise that the California Transportation Commission has approved the above described project on

(_ Lead Agency/ **X** Responsible Agency)

June 26-27, 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 (_X_was / ___was not) adopted for this project.
5. A Statement of Overriding Considerations (__was / _X_was not) adopted for this project.
6. Findings (___were/ __X__were not) made pursuant to the provisions of CEQA.

The above identified document with comments and responses and record of project approval is available to the General Public at: Caltrans Dist. 3, 703 B St., Marysville, CA 95901

| SUSAN BRANSEN | | Executive Director<br>California Transportation Commission |
|---|---|---|
| *Signature (Public Agency)* | *Date* | *Title* |

Date received for filing at OPR:

# Attachment 2

**CALIFORNIA TRANSPORTATION COMMISSION**

**Resolution for Future Consideration of Funding**
**03-Pla-49, PM 1.8/2.4**
**Resolution E-19-50**

**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:

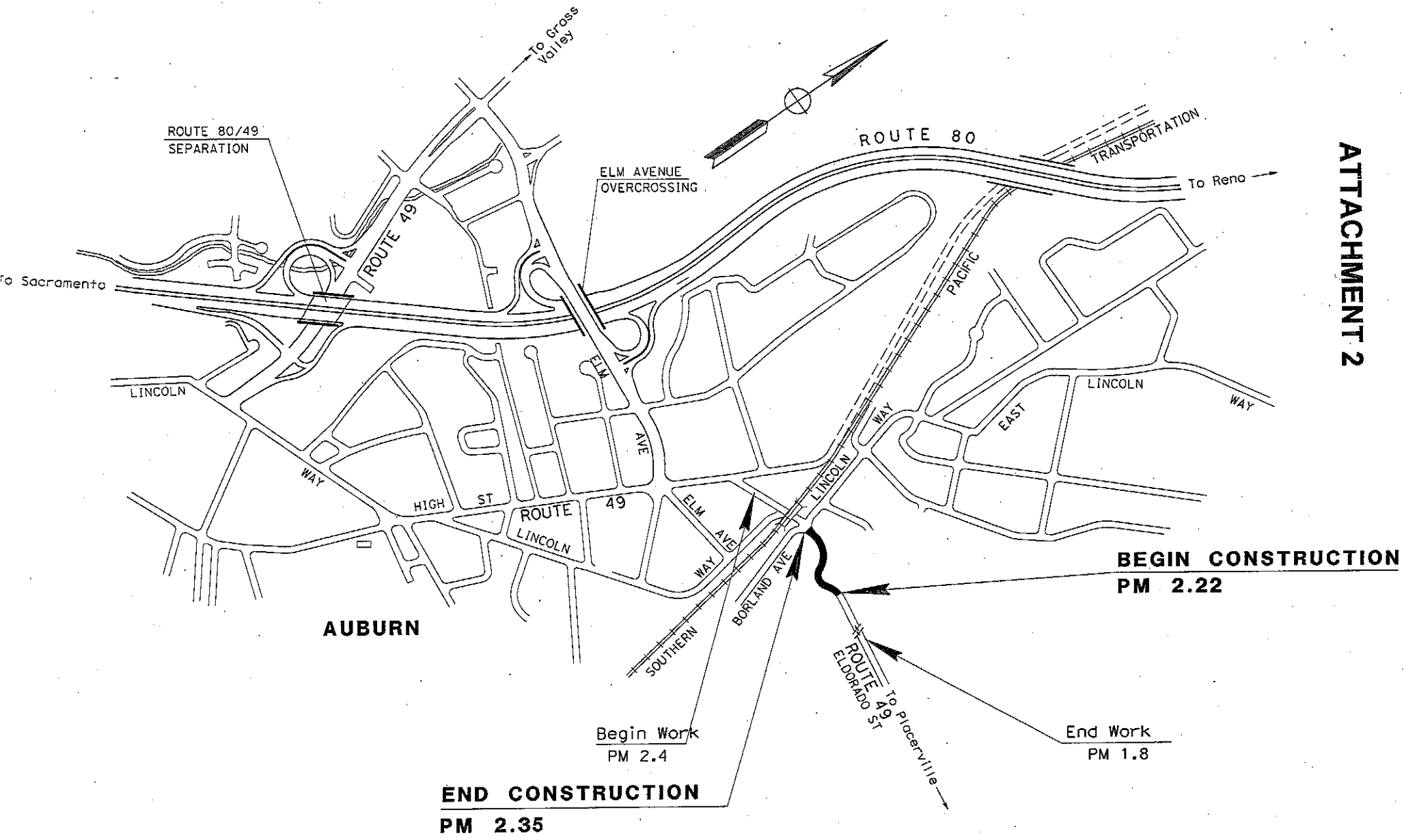
- State Route 49 (SR 49) in Placer County. Construct a roundabout on SR 49 in the city of Auburn. (PPNO 4785)

**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.


ATTACHMENT 2
To Grass Valley
ROUTE 80/49
SEPARATION
ROUTE 80
TRANSPORTATION
To Reno
ELM AVENUE
OVERCROSSING
ROUTE 49
To Sacramento
PACIFIC
LINCOLN
WAY
ELM
AVE
EAST
LINCOLN
WAY
HIGH
ST
ROUTE
49
LINCOLN
ELM
AVE
WAY
LINCOLN
BORLAND AVE
BEGIN CONSTRUCTION
PM 2.22
AUBURN
SOUTHERN
ROUTE 49
ELDORADO ST
To Placerville
Begin Work
PM 2.4
End Work
PM 1.8
END CONSTRUCTION
PM 2.35

# 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:** Butte City Bridge Replacement Project

| 2018052049 | Michael Ferrini | (530) 741-4324 |
|---|---|---|
| **State Clearinghouse Number** | **Lead Agency Contact Person** | **Area Code/Telephone** |

**Project Location** (include county): State Route 49 (SR 49) in Placer County.

**Project Description:** Construct a roundabout on SR 49 in the city of Auburn.

This is to advise that the California Transportation Commission has approved the above described project on

(_ Lead Agency/ **X** Responsible Agency)

June 26-27, 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 Negative Declaration was prepared for this project pursuant to the provisions of CEQA.
3. Mitigation measures (___were/X were not) made a condition of the approval of the project.
4. Mitigation reporting or monitoring plan (__was / _X_was not) adopted for this project.
5. A Statement of Overriding Considerations (__was / _X_was not) adopted for this project.
6. Findings (___were/ __X__were not) made pursuant to the provisions of CEQA.

The above identified document with comments and responses and record of project approval is available to the General Public at: Caltrans Dist. 3, 703 B St., Marysville, CA 95901

| SUSAN BRANSEN | | Executive Director<br>California Transportation Commission |
|---|---|---|
| *Signature (Public Agency)* | *Date* | *Title* |

Date received for filing at OPR:

# Attachment 3

**CALIFORNIA TRANSPORTATION COMMISSION**

**Resolution for Future Consideration of Funding**
**03-Sac-99, PM 7.1/9.4**
**Resolution E-19-51**

**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 99 (SR 99) in Sacramento County. Replace an existing bridge on SR 99 near the city of Elk Grove. (PPNO 6912)

**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.

# ATTACHMENT 3

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

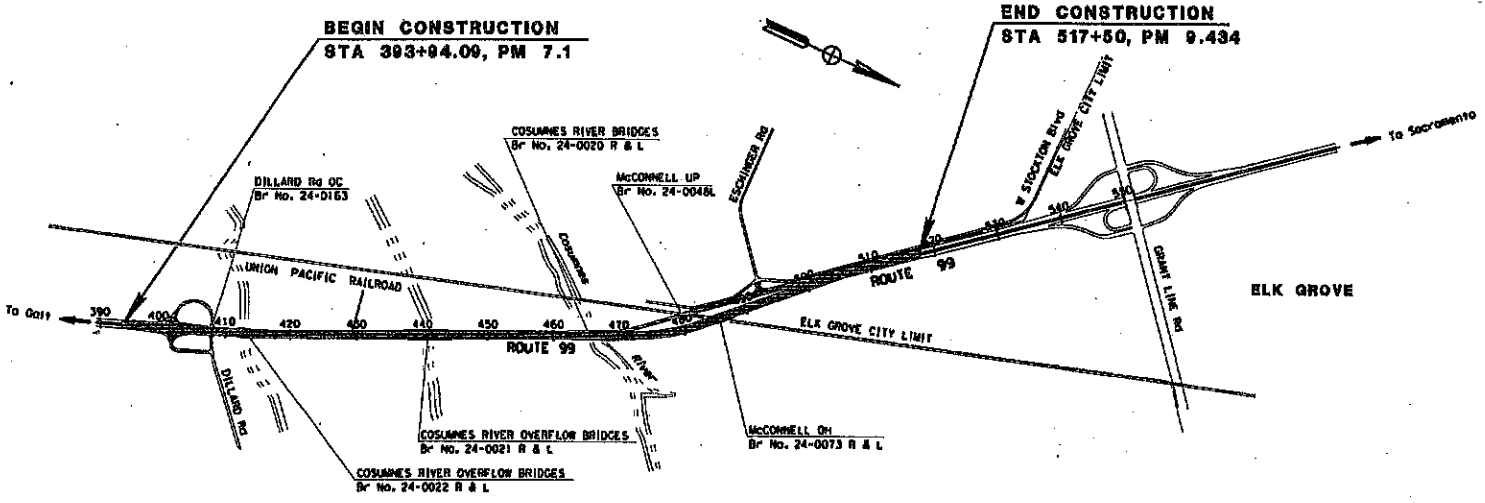
PROJECT PLANS FOR CONSTRUCTION ON
STATE HIGHWAY

IN SACRAMENTO COUNTY
IN AND NEAR ELK GROVE FROM
0.3 MILE SOUTH OF DILLARD ROAD OVERCROSSING
TO 0.6 MILE SOUTH OF GRANT LINE ROAD

TO BE SUPPLEMENTED BY STANDARD PLANS DATED 2015

| Dist | County | Route | Post Miles Total Project | Sheet No. | Total Sheets |
|---|---|---|---|---|---|
| 03 | Sac | 99 | 7.1/9.4 | 1 | |




NO SCALE

VICINITY MAP
EA 03-0F280

# 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:** Cosumnes River Bridge Replacement Project

| 2019039070 | Mike Bartlett | (530) 635-3430 |
|---|---|---|
| **State Clearinghouse Number** | **Lead Agency Contact Person** | **Area Code/Telephone** |

**Project Location** (include county): State Route 99 (SR 99) in Sacramento County.

**Project Description:** Replace an existing bridge on SR 99 near the city of Elk Grove.

This is to advise that the California Transportation Commission has approved the above described project on

(_ Lead Agency/ **X** Responsible Agency)

June 26-27, 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 Negative Declaration was prepared for this project pursuant to the provisions of CEQA.
3. Mitigation measures (___were/X were not) made a condition of the approval of the project.
4. Mitigation reporting or monitoring plan (__was / _X_was not) adopted for this project.
5. A Statement of Overriding Considerations (__was / _X_was not) adopted for this project.
6. Findings (___were/ __X__were not) made pursuant to the provisions of CEQA.

The above identified document with comments and responses and record of project approval is available to the General Public at: Caltrans Dist. 3, 703 B St., Marysville, CA 95901

| SUSAN BRANSEN | | Executive Director<br>California Transportation Commission |
|---|---|---|
| *Signature (Public Agency)* | *Date* | *Title* |

Date received for filing at OPR:

# Attachment 4

**CALIFORNIA TRANSPORTATION COMMISSION**

**Resolution for Future Consideration of Funding**
**04-Ala-680, PM M12.4/R21.9**
**Resolution E-19-52**

**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:

- Interstate 680 (I-680) in Alameda County. Construct roadway improvements on a portion of I-680 in the town of Sunol and the city of Dublin. (PPNO O481P)

**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.

# ATTACHMENT 4

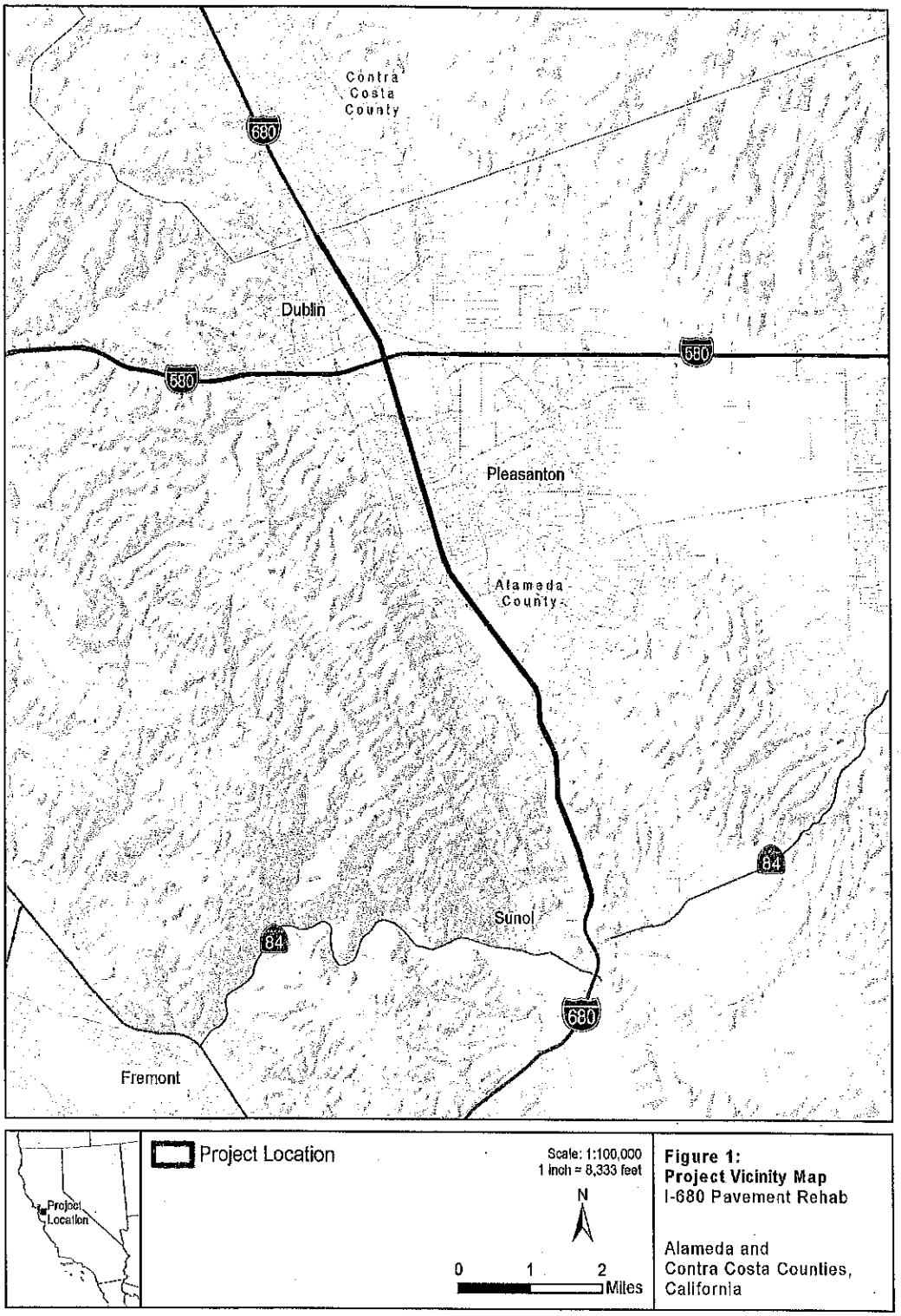



**Figure 1:**
**Project Vicinity Map**
I-680 Pavement Rehab

Alameda and
Contra Costa Counties,
California

# 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 680 Roadway Rehabilitation Project

| 2018112033 | Brian Gassner | (510) 286-6025 |
|---|---|---|
| **State Clearinghouse Number** | **Lead Agency Contact Person** | **Area Code/Telephone** |

**Project Location** (include county): Interstate 680 (I-680) in Alameda County.

**Project Description:** Construct roadway improvements on a portion of I-680 in the town of Sunol and the city of Dublin.

This is to advise that the California Transportation Commission has approved the above described project on

(_ Lead Agency/ **X** Responsible Agency)

June 26-27, 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 Negative Declaration was prepared for this project pursuant to the provisions of CEQA.
3. Mitigation measures (__were/X were not) made a condition of the approval of the project.
4. Mitigation reporting or monitoring plan (__was / _X_was not) adopted for this project.
5. A Statement of Overriding Considerations (__was / _X_was not) adopted for this project.
6. Findings (___were/ __X__were not) made pursuant to the provisions of CEQA.

The above identified document with comments and responses and record of project approval is available to the General Public at: Caltrans Dist. 4, 111 Grand Avenue, Oakland, CA 94612

| SUSAN BRANSEN | | Executive Director<br>California Transportation Commission |
|---|---|---|
| *Signature (Public Agency)* | *Date* | *Title* |

Date received for filing at OPR:

# Attachment 5

**CALIFORNIA TRANSPORTATION COMMISSION**

**Resolution for Future Consideration of Funding**
**06-Ker-5, PM 5.6/8.8**
**Resolution E-19-53**

**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 5 (I-5) in Kern County. Perform maintenance on existing drainage channel on I-5 in Kern County. (PPNO 6749)

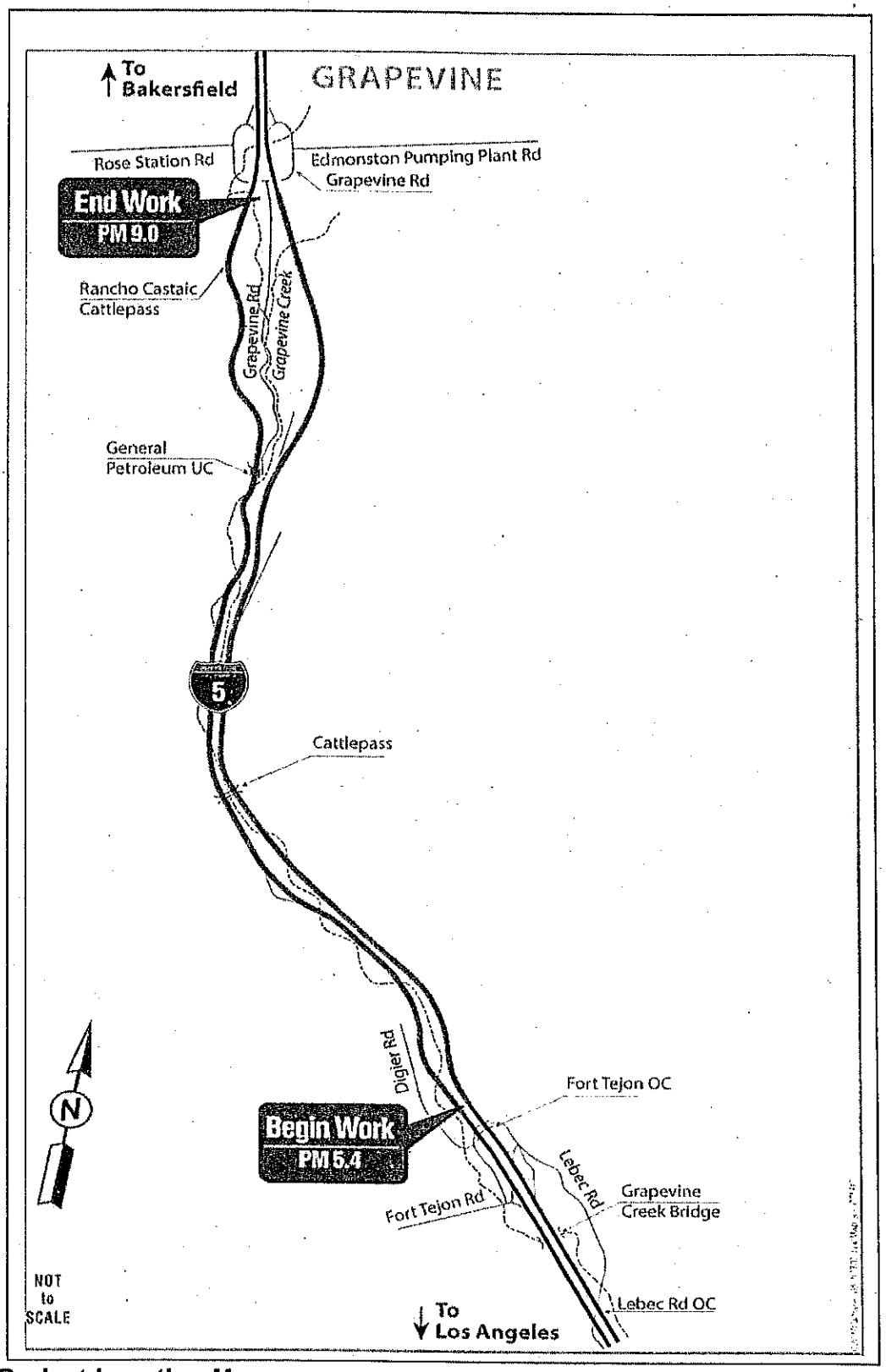
**1.2** **WHEREAS**, the Department has certified that a Mitigated Negative Declaration has been completed pursuant to CEQA and the State CEQA Guidelines for its implementation; and

**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 5




**Project Location 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:** Grapevine Culvert Repair Project

| 2019029144 | Jeff Sorenson | (559) 445-6375 |
|---|---|---|
| **State Clearinghouse Number** | **Lead Agency Contact Person** | **Area Code/Telephone** |

**Project Location** (include county): Interstate 5 (I-5) in Kern County.

**Project Description:** Perform maintenance on existing culverts on a portion of I-5 in Kern County.

This is to advise that the California Transportation Commission has approved the above described project on

(_ Lead Agency/ **X** Responsible Agency)

June 26-27, 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 (_X_was / ___was not) adopted for this project.
5. A Statement of Overriding Considerations (__was / _X_was not) adopted for this project.
6. Findings (___were/ __X__were not) made pursuant to the provisions of CEQA.

The above identified document with comments and responses and record of project approval is available to the General Public at: Caltrans Dist. 6, 855 M St., Fresno, CA 93778

| SUSAN BRANSEN | | Executive Director<br>California Transportation Commission |
|---|---|---|
| *Signature (Public Agency)* | *Date* | *Title* |

Date received for filing at OPR:

# Attachment 6

**CALIFORNIA TRANSPORTATION COMMISSION**

**Resolution for Future Consideration of Funding**
**06-Ker-5, PM 7.5/9.0**
**Resolution E-19-54**

**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 5 (I-5) in Kern County. Perform maintenance on existing culverts on I-5 in Kern County. (PPNO 6884)

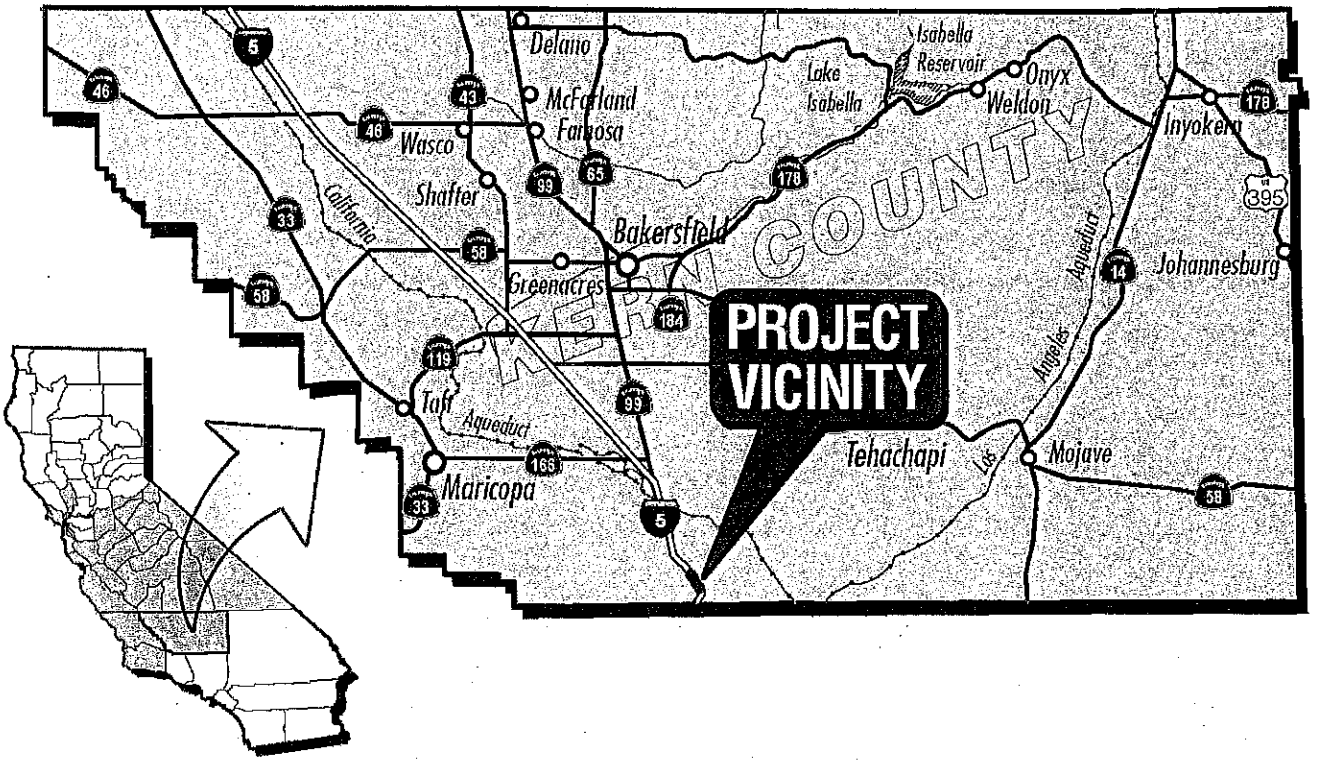
**1.2** **WHEREAS**, the Department has certified that a Mitigated Negative Declaration has been completed pursuant to CEQA and the State CEQA Guidelines for its implementation; and

**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 6**









NOT
to
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:** Grapevine Channel Repair Project

| 2017111014 | Trais Norris | (559) 445-6447 |
|---|---|---|
| **State Clearinghouse Number** | **Lead Agency Contact Person** | **Area Code/Telephone** |

**Project Location** (include county): Interstate 5 (I-5) in Kern County.

**Project Description:** Perform maintenance on existing drainage channels on a portion of I-5 in Kern County.

This is to advise that the California Transportation Commission has approved the above described project on

(_ Lead Agency/ **X** Responsible Agency)

June 26-27, 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 (_X_was / ___was not) adopted for this project.
5. A Statement of Overriding Considerations (__was / _X_was not) adopted for this project.
6. Findings (___were/ __X__were not) made pursuant to the provisions of CEQA.

The above identified document with comments and responses and record of project approval is available to the General Public at: Caltrans Dist. 6, 855 M St., Fresno, CA 93778

| SUSAN BRANSEN | | Executive Director<br>California Transportation Commission |
|---|---|---|
| *Signature (Public Agency)* | *Date* | *Title* |

Date received for filing at OPR:

# Attachment 7

**CALIFORNIA TRANSPORTATION COMMISSION**

**Resolution for Future Consideration of Funding**
**08-Riv-86, PM R19.2/R21.6**
**Resolution E-19-55**

**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:

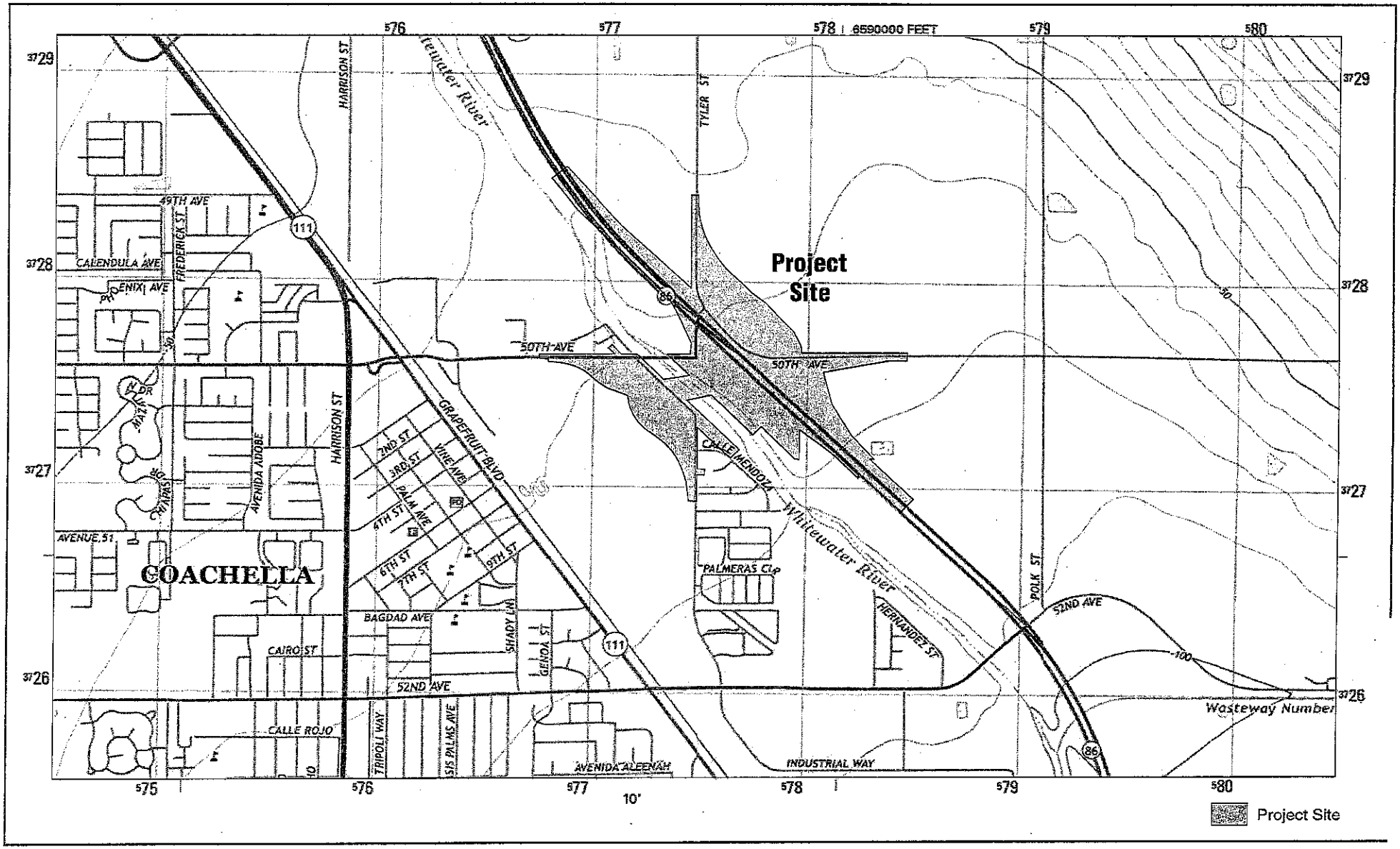
- State Route 86 (SR 86) in Riverside County. Construct a new interchange on SR 86 at Avenue 50 in the city of Coachella. (EA 0C970)

**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 7

NOT TO SCALE

11/18 | JN 159814

INITIAL STUDY/ENVIRONMENTAL ASSESSMENT
STATE ROUTE 86/AVENUE 50 NEW INTERCHANGE PROJECT

## Site Vicinity

**Figure 1-2**

# 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:** State Route 86/Avenue 50 New Interchange Project

| 2018121012 | Shawn Oriaz | (909) 388-7034 |
|---|---|---|
| **State Clearinghouse Number** | **Lead Agency Contact Person** | **Area Code/Telephone** |

**Project Location** (include county): State Route 86 (SR 86) in Riverside County.

**Project Description:** Construct new interchange on SR 86 at Avenue 50 in the city of Coachella.

This is to advise that the California Transportation Commission has approved the above described project on

(_ Lead Agency/ **X** Responsible Agency)

June 26-27, 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 (_X_was / ___was not) adopted for this project.
5. A Statement of Overriding Considerations (__was / _X_was not) adopted for this project.
6. Findings (___were/ __X__were not) made pursuant to the provisions of CEQA.

The above identified document with comments and responses and record of project approval is available to the General Public at: Caltrans Dist. 8, 464 W Fourth St., Sixth Floor, San Bernardino, CA 92401

| SUSAN BRANSEN | | Executive Director<br>California Transportation Commission |
|---|---|---|
| *Signature (Public Agency)* | *Date* | *Title* |

Date received for filing at OPR:

# Attachment 8

**CALIFORNIA TRANSPORTATION COMMISSION**

**Resolution for Future Consideration of Funding**
**08-SBd-38, PM 47.5/59.4**
**Resolution E-19-56**

**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 38 (SR 38) in San Bernardino County. Repair or replace existing culverts on a portion of SR 38 in San Bernardino County. (PPNO 0205C)

**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.

# ATTACHMENT 8

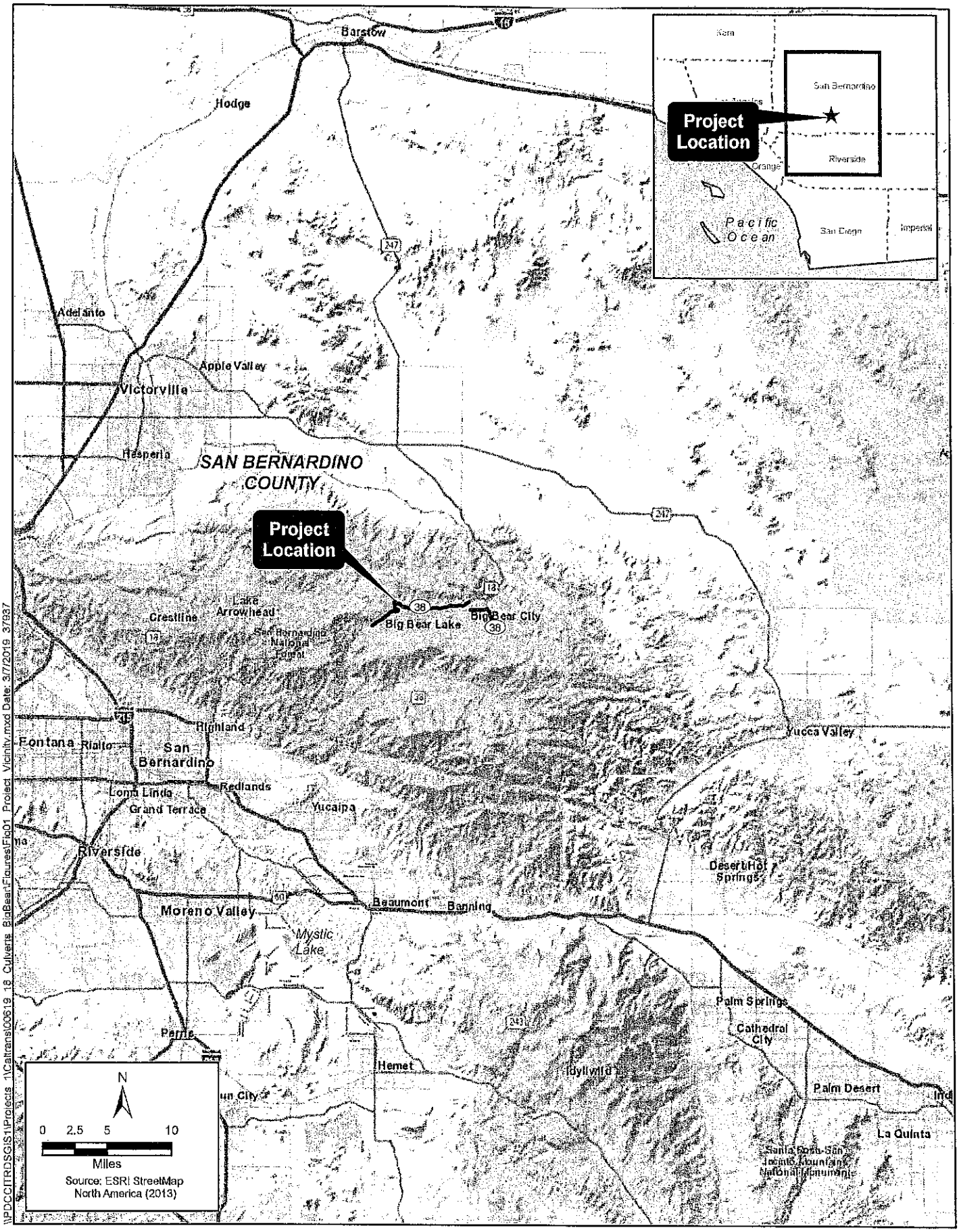



**Figure 1**
**Project Location**
**SR-38 Reline or Replace Culverts Project**

# 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 38 Reline or Replace Culverts Project

| 2019039116 | Renetta Cloud | (909) 383-6323 |
|---|---|---|
| **State Clearinghouse Number** | **Lead Agency Contact Person** | **Area Code/Telephone** |

**Project Location** (include county): State Route 38 (SR 38) in San Bernardino County.

**Project Description:** Restore or replace existing culverts on a portion of SR 38 in San Bernardino County.

This is to advise that the California Transportation Commission has approved the above described project on

(_ Lead Agency/ **X** Responsible Agency)

June 26-27, 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 Negative Declaration was prepared for this project pursuant to the provisions of CEQA.
3. Mitigation measures (_were/_X_were not) made a condition of the approval of the project.
4. Mitigation reporting or monitoring plan (__was / _X_was not) adopted for this project.
5. A Statement of Overriding Considerations (__was / _X_was not) adopted for this project.
6. Findings (___were/ __X__were not) made pursuant to the provisions of CEQA.

The above identified document with comments and responses and record of project approval is available to the General Public at: Caltrans Dist. 8, 464 W Fourth St., Sixth Floor, San Bernardino, CA 92401

| SUSAN BRANSEN | | Executive Director<br>California Transportation Commission |
|---|---|---|
| *Signature (Public Agency)* | *Date* | *Title* |

Date received for filing at OPR:

# Attachment 9

**CALIFORNIA TRANSPORTATION COMMISSION**

**Resolution for Future Consideration of Funding**
**08-SBd-62, PM 124.0/142.0**
**Resolution E-19-57**

**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 62 (SR 62) in San Bernardino County. Restore storm eroded embankments on a portion of SR 62 in San Bernardino County. (PPNO 3005P)

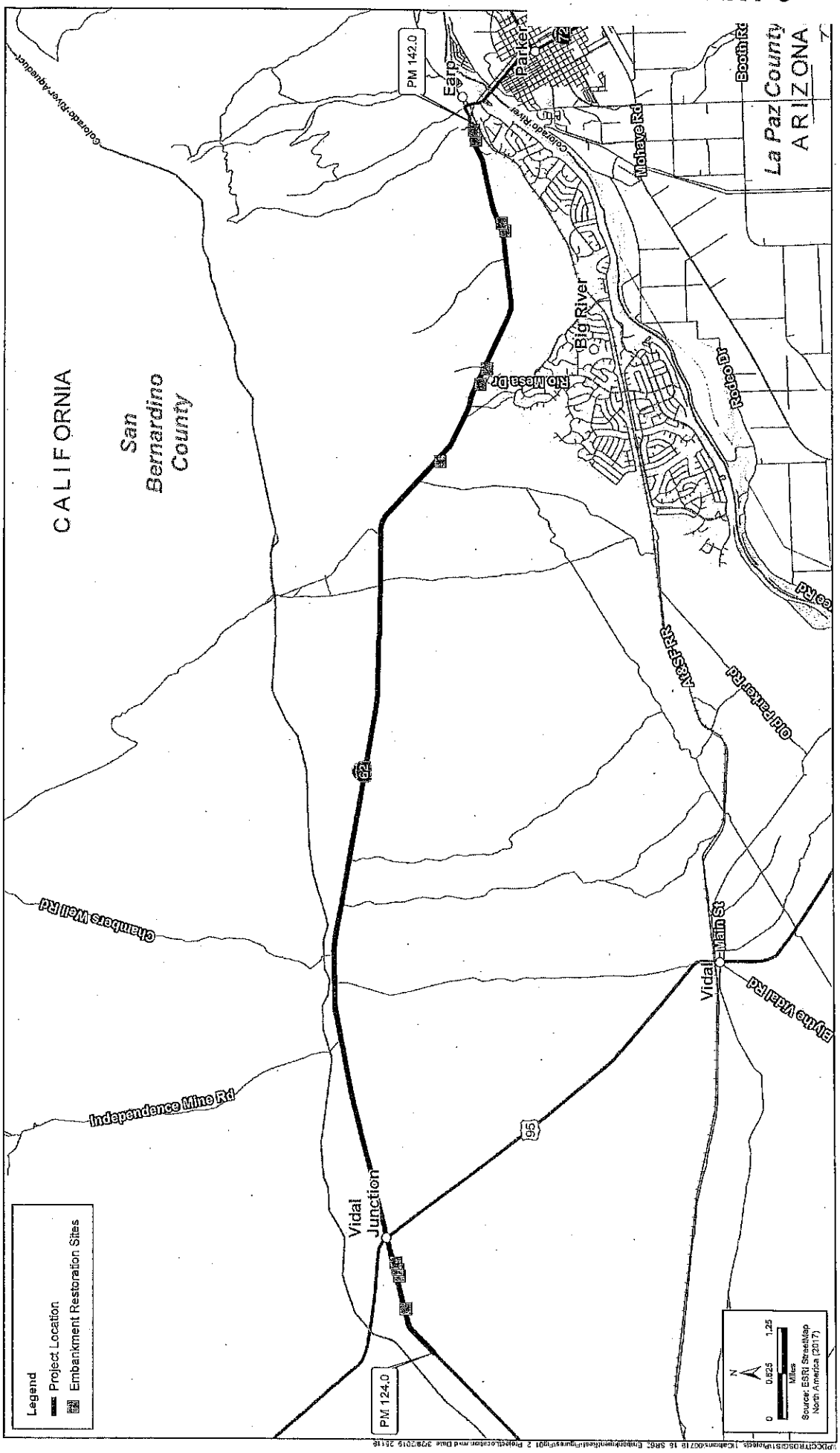
**1.2** **WHEREAS**, the Department has certified that a Negative Declaration has been completed pursuant to CEQA and the State CEQA Guidelines for its implementation; and

**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.

# ATTACHMENT 9




Project Location
SR-62 Embankment Restoration Project

# 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 62 Embankment Restoration Project

| 2019049039 | Renetta Cloud | (909) 383-6323 |
|---|---|---|
| **State Clearinghouse Number** | **Lead Agency Contact Person** | **Area Code/Telephone** |

**Project Location** (include county): State Route 62 (SR 86) in San Bernardino County.

**Project Description:** Restore storm eroded embankments on a portion of SR 62 in San Bernardino County.

This is to advise that the California Transportation Commission has approved the above described project on

(_ Lead Agency/ **X** Responsible Agency)

June 26-27, 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 Negative Declaration was prepared for this project pursuant to the provisions of CEQA.
3. Mitigation measures (_were/_X_were not) made a condition of the approval of the project.
4. Mitigation reporting or monitoring plan (__was / _X_was not) adopted for this project.
5. A Statement of Overriding Considerations (__was / _X_was not) adopted for this project.
6. Findings (___were/ __X__were not) made pursuant to the provisions of CEQA.

The above identified document with comments and responses and record of project approval is available to the General Public at: Caltrans Dist. 8, 464 W Fourth St., Sixth Floor, San Bernardino, CA 92401

| SUSAN BRANSEN | | Executive Director<br>California Transportation Commission |
|---|---|---|
| *Signature (Public Agency)* | *Date* | *Title* |

Date received for filing at OPR:

# Attachment 10

**CALIFORNIA TRANSPORTATION COMMISSION**

**Resolution for Future Consideration of Funding**
**12-Ora-57, PM 11.5/12.5**
**Resolution E-19-58**

**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 57 (SR 57) in Orange County. Construct roadway improvements on a portion of SR 57 in Orange County. (EA 0M970)

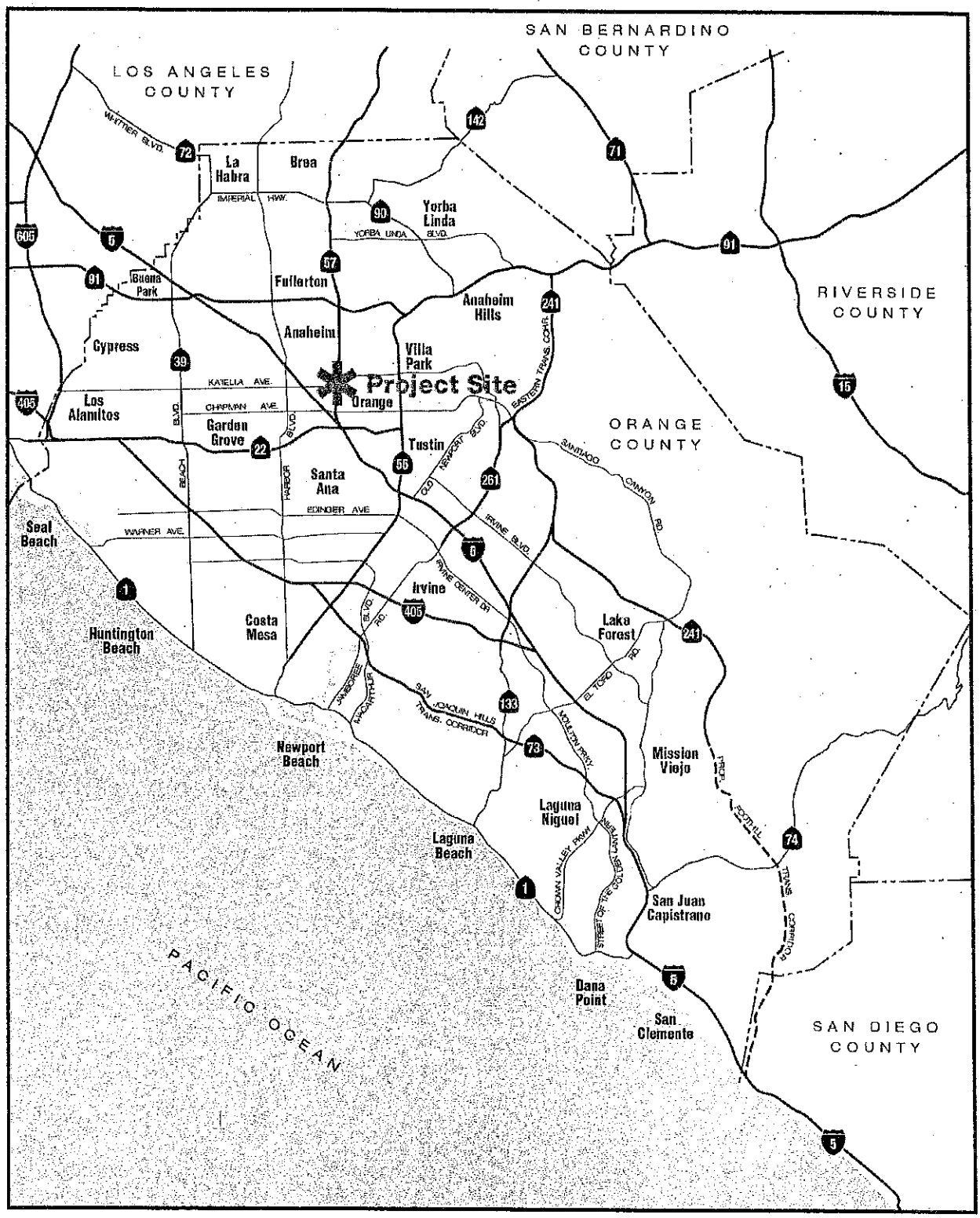
**1.2** **WHEREAS**, the Department has certified that a Mitigated Negative Declaration has been completed pursuant to CEQA and the State CEQA Guidelines for its implementation; and

**1.3** **WHEREAS**, the California Transportation Commission, as a responsible agency, has considered the information contained in the 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: Project Vicinity




Source: WSP, Google Maps and Preliminary Design Plans. Prepared for the SR 57 NB Improvement Project, 2018.

# 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 57 Northbound Improvement Project

| 2018101029 | Ed Dolan | (657) 328-6000 |
|---|---|---|
| **State Clearinghouse Number** | **Lead Agency Contact Person** | **Area Code/Telephone** |

**Project Location** (include county): State Route 57 (SR 57) in Orange County.

**Project Description:** Construct roadway improvements on a portion of SR 57 in Orange County.

This is to advise that the California Transportation Commission has approved the above described project on

(_ Lead Agency/ **X** Responsible Agency)

June 26-27, 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 (_X_was / ___was not) adopted for this project.
5. A Statement of Overriding Considerations (__was / _X_was not) adopted for this project.
6. Findings (___were/ __X__were not) made pursuant to the provisions of CEQA.

The above identified document with comments and responses and record of project approval is available to the General Public at: Caltrans Dist. 12, 1750 E Fourth St., Santa Ana, CA 92705

| SUSAN BRANSEN | | Executive Director<br>California Transportation Commission |
|---|---|---|
| *Signature (Public Agency)* | *Date* | *Title* |

Date received for filing at OPR:

# Memorandum

**To**: CHAIR AND COMMISSIONERS **CTC Meeting**: June 26-27, 2019

**From**: SUSAN BRANSEN, Executive Director

**Reference Number**: 2.2c.(2), Action

**Prepared By**: Jose Oseguera
Assistant Deputy Director

**Published Date**: June 14, 2019

Subject: **Approval of Project for Future Consideration of Funding – Mitigated Negative Declaration for the Van Wycke Bicycle and Pedestrian Connectivity Project (Resolution E-19-59)**

## Issue:

Should the California Transportation Commission (Commission), as a Responsible Agency, accept the Mitigated Negative Declaration for the Van Wycke Bicycle and Pedestrian Connectivity Project (Project) in Humboldt 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 Trinidad (City) is the California Environmental Quality Act lead agency for the Project. The Project will construct pedestrian and bicycle improvements, including new curbs, sidewalks and crosswalks, bike lanes, a gravel pedestrian trail, existing trail repairs, a new retaining wall, split-rail fencing, striping, detectable warning surfaces, and directional and interpretive signs. The Project is located on Edwards and Van Wycke Streets, City of Trinidad, Humboldt County.

On April 17, 2019, the Trinidad Planning Commission 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, air quality, biological and cultural resources, geology, hydrology, noise, traffic, and tribal resources. Mitigation measures include, but are not limited to:

utilize vegetative screening with native plants to visually soften retaining wall views, cover exposed soil areas to minimize the release of fugitive dust, conduct a nesting bird survey if construction is planned between February 1st and August 15th, prepare a Native American Graves Protection and Repatriation Act Plan prior to excavation, require the procurement of a Grading Permit prior to construction, adhere to California Vehicle Code Section 23114 requirements to prevent material spills and possible contamination of local water, limit construction hours from 8:00 a.m. to 5:30 p.m. Monday through Friday, prepare a Traffic Control Plan, and consult with the Yurok Tribe, Trinidad Rancheria, and the Tsurai Ancestral Society prior to construction work.

On May 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 $722,000 and is fully funded through construction with Active Transportation Program Funds ($714,000) and Local Funds ($8,000).

Construction is estimated to begin in Fiscal Year 2020-21.

Attachments:

- Attachment A: Resolution E-19-59
- Attachment B: Notice of Determination
- Attachment C: Project Location Map

**CALIFORNIA TRANSPORTATION COMMISSION**
**Resolution for Future Consideration of Funding**

**1 – Humboldt County**
**Resolution E-19-59**

1.1 WHEREAS, the City of Trinidad (City) has completed a Mitigated Negative Declaration pursuant to the California Environmental Quality Act (CEQA) and the CEQA Guidelines for the Van Wycke Bicycle and Pedestrian Connectivity Project (Project) in Humboldt 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 Edwards and Van Wycke Streets, City of Trinidad, Humboldt County; and

1.4 WHEREAS, the Project will construct pedestrian and bicycle improvements, including new curbs, sidewalks and crosswalks, bike lanes, a gravel pedestrian trail, existing trail repairs, a new retaining wall, split-rail fencing, striping, detectable warning surfaces, and directional and interpretive signs; and

1.5 WHEREAS, on April 17, 2019, the Trinidad Planning Commission found that the proposed Project would not have a significant effect on the environment after mitigation; and

1.6 WHEREAS, on April 17, 2019, the Trinidad Planning Commission adopted the Mitigated Negative Declaration; and

1.7 WHEREAS, on May 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.

Attachment B
June 26-27, 2019
Item 2.2c.(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:** Van Wycke Bicycle and Pedestrian Connectivity Project

| 2019012051 | Becky Price-Hall | (707) 499-6454 |
|---|---|---|
| **State Clearinghouse Number** | **Lead Agency Contact Person** | **Area Code/Telephone** |

**Project Location** (include county): The project is located on Edwards and Van Wycke Streets, City of Trinidad, Humboldt County.

**Project Description:** The project will construct pedestrian and bicycle improvements, including new curbs, sidewalks and crosswalks, bike lanes, a gravel pedestrian trail, existing trail repairs, a new retaining wall, split-rail fencing, striping, detectable warning surfaces, and directional and interpretive signs.

This is to advise that the California Transportation Commission has approved the above described project on

(_ Lead Agency/ **X** Responsible Agency)

June 26-27, 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 (_X_was / ____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.

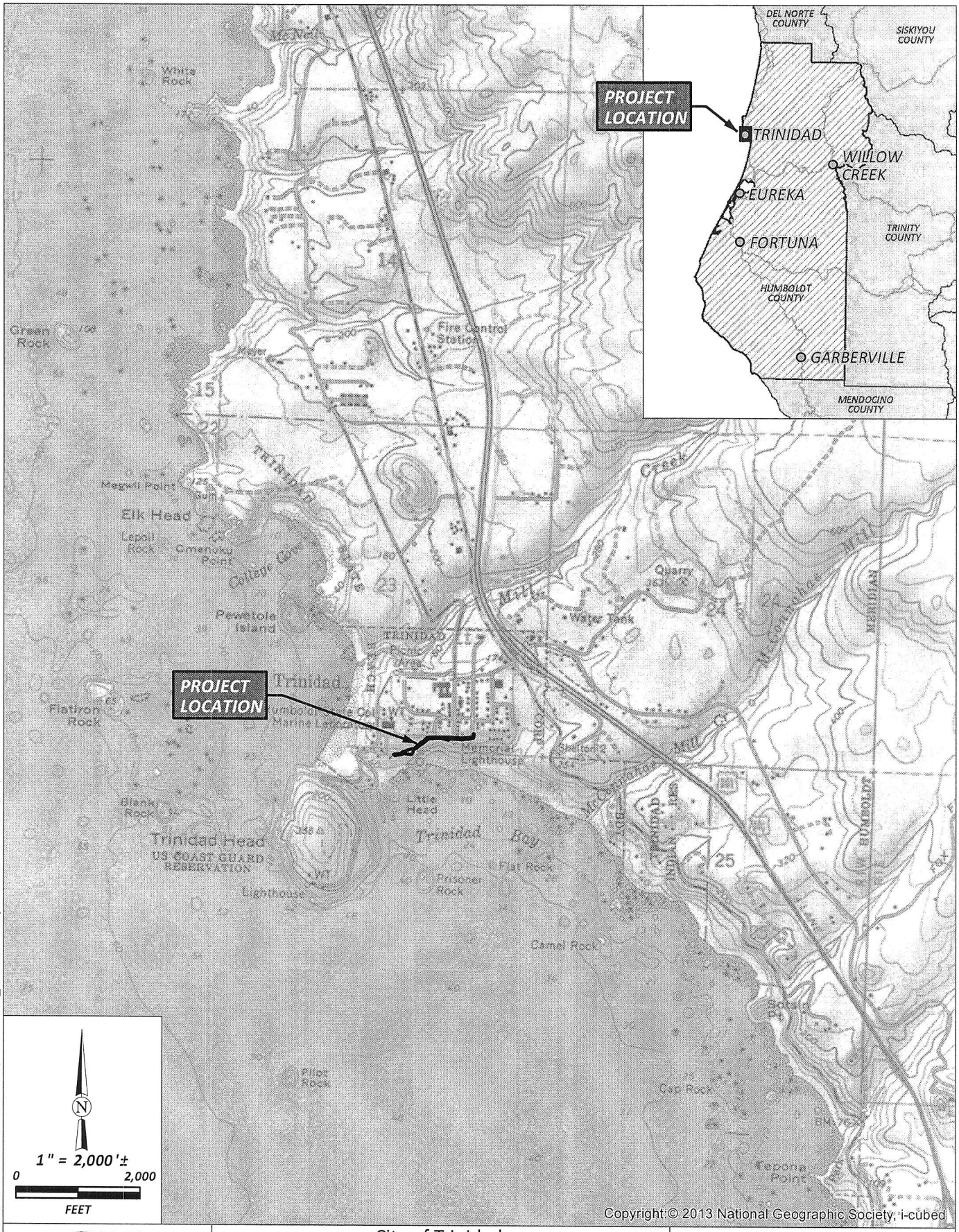
The above identified document with comments and responses and record of project approval is available to the General Public at: P.O. Box 390, Trinidad, CA 95570

SUSAN BRANSEN — Executive Director, California Transportation Commission

*Signature (Public Agency)* *Date* *Title*

Date received for filing at OPR:

Attachment C




1" = 2,000'±

0 2,000

FEET

\\Arcata\Projects\2017\017105A-VW-Trail-Rpr\GIS\PROJ_MXD\ USER: jsousa DATE: 10/30/18, 2:45PM

SHN Consulting Engineers & Geologists, Inc.

City of Trinidad
Van Wycke Bicycle & Pedestrian Connectivity Project
Trinidad, California

Project Location

SHN 017105

October 2018 | BPCP_Fig1_ProjectLocation | Figure 1

# Memorandum

**To**: CHAIR AND COMMISSIONERS **CTC Meeting**: June 26-27, 2019

**From**: SUSAN BRANSEN, Executive Director

**Reference Number**: 2.2c.(3), Action

**Prepared By**: Jose Oseguera
Assistant Deputy Director

**Published Date**: June 14, 2019

Subject: **Approval of Project for Future Consideration of Funding – Mitigated Negative Declaration for the Central Marin Regional Pathways Gap Closure Project (Resolution E-19-60)**

## Issue:

Should the California Transportation Commission (Commission), as a Responsible Agency, accept the Mitigated Negative Declaration for the Central Marin Regional Pathways Gap Closure Project (Project) in Marin 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 Town of Corte Madera (Town) is the California Environmental Quality Act lead agency for the Project. The Project will construct pedestrian and bicycle facilities, including a protected bikeway, sidewalk and pedestrian refuge island with a walkway, barriers, and Rectangular Rapid Flash Beacons for transit stop access. The Project is located on Nellen Avenue and Wornum Drive, Marin County.

On April 16, 2019, the Corte Madera Town 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 air quality. Mitigation measures include, but are not limited to: comply with the provisions of Chapter 15.50 of the Corte Madera Municipal Code by contracting with a certified arborist to develop protection measures for the

native Coast Live Oak tree, and require the construction contactor to water two-times daily all exposed surfaces, including parking areas, contractor staging areas, soil piles, graded areas, and unpaved access roads.

On April 23, 2019, the Town 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 $469,100 and is funded through design with Active Transportation Program Funds ($415,000) and Local Funds ($54,100).

Construction is estimated to begin in Fiscal Year 2020-21.

Attachments:

- Attachment A: Resolution E-19-60
- Attachment B: Notice of Determination
- Attachment C: Project Location Map

**CALIFORNIA TRANSPORTATION COMMISSION**
**Resolution for Future Consideration of Funding**

**4 – Marin County**
**Resolution E-19-60**

1.1 WHEREAS, the Town of Corte Madera (Town) has completed a Mitigated Negative Declaration pursuant to the California Environmental Quality Act (CEQA) and the CEQA Guidelines for the Central Marin Regional Pathways Gap Closure Project (Project) in Marin County; and

1.2 WHEREAS, the Town 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 Nellen Avenue and Wornum Drive, Marin County; and

1.4 WHEREAS, the Project will construct pedestrian and bicycle facilities, including a protected bikeway, sidewalk and pedestrian refuge island with a walkway, barriers, and Rectangular Rapid Flash Beacons for transit stop access; and

1.5 WHEREAS, on April 16, 2019, the Corte Madera Town Council found that the proposed Project would not have a significant effect on the environment after mitigation; and

1.6 WHEREAS, on April 16, 2019, the Corte Madera Town Council adopted the Mitigated Negative Declaration; and

1.7 WHEREAS, on April 23, 2019, the Town 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.

Attachment B
June 26-27, 2019
Item 2.2c.(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:** Central Marin Regional Pathway Gap Closure Project

| 2019039024 | R.J. Suokko | (405) 927-5118 |
|---|---|---|
| **State Clearinghouse Number** | **Lead Agency Contact Person** | **Area Code/Telephone** |

**Project Location** (include county): The project is located on Nellen Avenue and Wornum Drive, Marin County.

**Project Description:** The project will construct pedestrian and bicycle facilities, including a protected bikeway, sidewalk and pedestrian refuge island with a walkway, barriers, and Rectangular Rapid Flash Beacons for transit stop access.

This is to advise that the California Transportation Commission has approved the above described project on

(_ Lead Agency/ **X** Responsible Agency)

June 26-27, 2019, and has made the following determinations regarding the above described project:

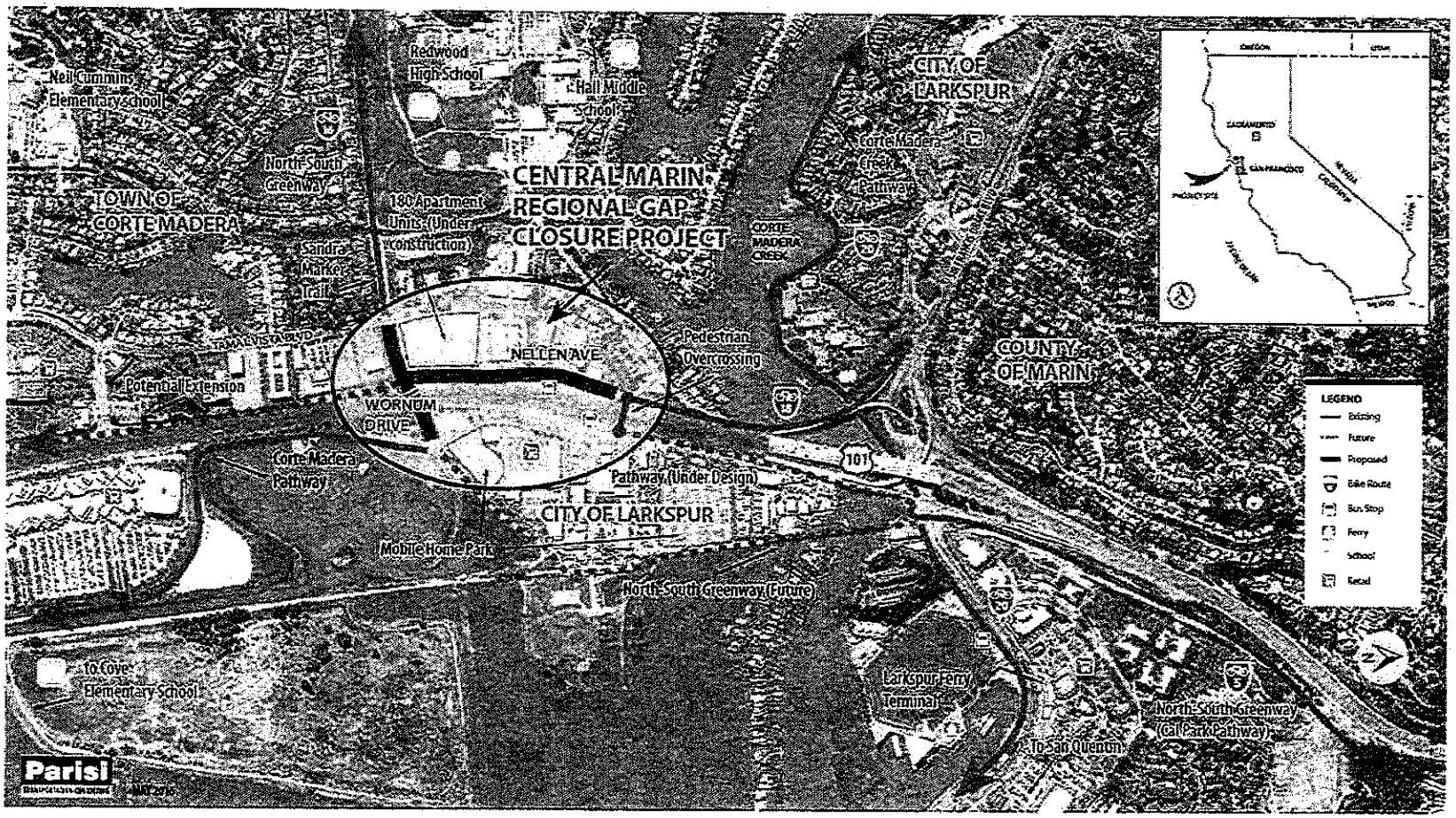
1. The project (___will/ _X_will not) have a significant effect on the environment.
2. ___An Environmental Impact Report was prepared for this project pursuant to the provisions of CEQA.
   _X_A Mitigated Negative Declaration was prepared for this project pursuant to the provisions of CEQA.
3. Mitigation measures (_X_were/____were not) made a condition of the approval of the project.
4. Mitigation reporting or monitoring plan (_X_was / ____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: 300 Tamalpais Drive, Corte Madera, CA 94925

| SUSAN BRANSEN | | Executive Director<br>California Transportation Commission |
|---|---|---|
| *Signature (Public Agency)* | *Date* | *Title* |

Date received for filing at OPR:

Attachment C




Project Location Map
CENTRAL MARIN REGIONAL PATHWAY GAP CLOSURE PROJECT
Town of Corte Madera & City of Larkspur

# Memorandum

**To**: CHAIR AND COMMISSIONERS **CTC Meeting**: June 26-27, 2019

**From**: SUSAN BRANSEN, Executive Director

**Reference Number**: 2.2c.(4), Action

**Prepared By**: Jose Oseguera
Assistant Deputy Director

**Published Date**: June 14, 2019

Subject: **Approval of Project for Future Consideration of Funding – Mitigated Negative Declaration for the Catacoula Multi-Use Trail Construction Project (Resolution E-19-61)**

**Issue:**

Should the California Transportation Commission (Commission), as a Responsible Agency, accept the Mitigated Negative Declaration for the Catacoula Multi-Use Trail Construction Project (Project) in Napa 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 Napa County Regional Park and Open Space District is the California Environmental Quality Act lead agency for the Project. The Project will construct approximately 0.9-miles of new, multi-use trail at Moore Creek Park.

On February 14, 2011, the Napa County Regional Park and Open Space District Board of Directors 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 resources, hazardous materials, hydrology, and traffic. Mitigation measures include, but are not limited to: require that all exposed surfaces be covered or watered twice-daily to minimize fugitive dust, remove cattle access from Moore Creek to protect water species, restrict motor vehicles from entering the trail

areas, require that trash containers be animal-resistant to keep trash from spreading into Moore Creek, and limit the staging area to 20 standard vehicle spaces.

On May 9, 2019, the Napa County Regional Park and Open Space District confirmed that the Mitigated Negative Declaration remains valid and that there are no new identified impacts requiring mitigation. The Napa Regional Park and Open Space District 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 $181,983 and is fully funded with Active Transportation Funds ($151,278) and Napa Open Space District Funds ($30,705).

Construction is estimated to begin in Fiscal Year 2019-20.

Attachments:

- Attachment A: Resolution E-19-61
- Attachment B: Notice of Determination
- Attachment C: Project Location Map

**CALIFORNIA TRANSPORTATION COMMISSION**
**Resolution for Future Consideration of Funding**

**4 - Napa County**
**Resolution E-19-61**

1.1 WHEREAS, the Napa County Park and Open Space District has completed a Mitigated Negative Declaration pursuant to the California Environmental Quality Act (CEQA) and the CEQA Guidelines for the Catacoula Multi-Use Trail Construction Project (Project) in Napa County; and

1.2 WHEREAS, the Napa County Park and Open Space District 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 at Moore Creek Park on Chiles Pope Valley Road in Napa County; and

1.4 WHEREAS, the Project will construct approximately 0.9-miles of new, multi-use trail at Moore Creek Park; and

1.5 WHEREAS, on February 14, 2011, the Napa County Regional Park and Open Space District Board of Directors found that the proposed Project would not have a significant effect on the environment after mitigation; and

1.6 WHEREAS, on February 14, 2011, the Napa County Regional Park and Open Space District Board of Directors adopted the Mitigated Negative Declaration; and

1.7 WHEREAS, on May 9, 2019, the Napa County Park and Open Space District confirmed that the Mitigated Negative Declaration remains valid with no new identified impacts; and

1.8 WHEREAS, on May 9, 2019, the Napa County Park and Open Space District 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.

Attachment B
June 26-27, 2019
Item 2.2c.(4)

# 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:** Catacoula Multi-Use Trail Construction Project

| 2010042040 | John Woodbury | (707) 259-5933 |
|---|---|---|
| **State Clearinghouse Number** | **Lead Agency Contact Person** | **Area Code/Telephone** |

**Project Location** (include county): The project is located at Moore Creek Park on Chiles Pope Valley Road in Napa County.

**Project Description:** The project will construct approximately 0.9-miles of new, multi-use trail at Moore Creek Park.

This is to advise that the California Transportation Commission has approved the above described project on

(_ Lead Agency/ **X** Responsible Agency)

June 26-27, 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.

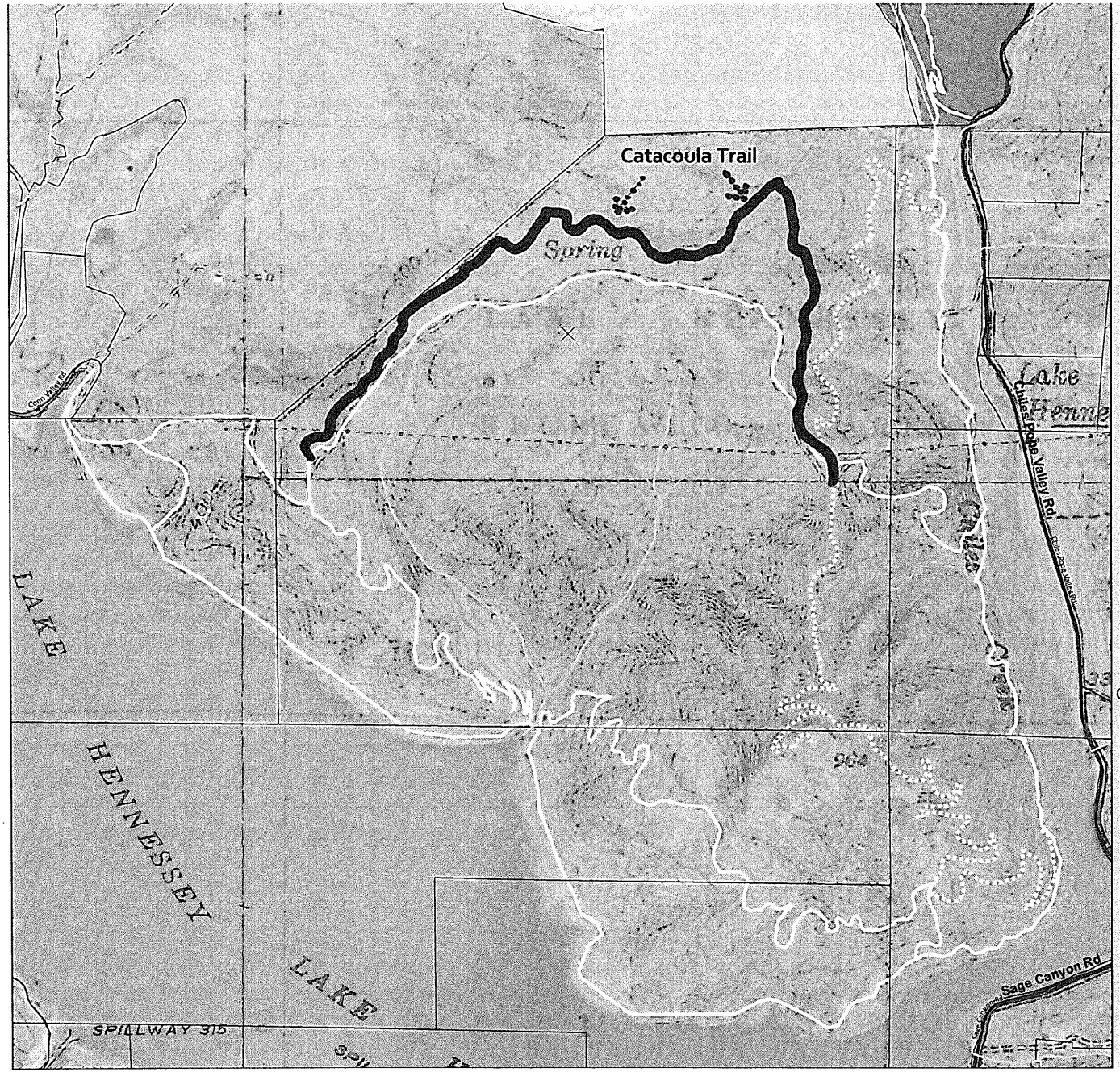
The above identified document with comments and responses and record of project approval is available to the General Public at: 1195 3rd Street, Suite 210, Napa, CA 94559

SUSAN BRANSEN — Executive Director, California Transportation Commission

*Signature (Public Agency)* *Date* *Title*

Date received for filing at OPR:

Attachment C




# 2018 Revised Trail Plan
# Lake Hennessey North Shore

NAPA COUNTY REGIONAL PARK & OPEN SPACE DISTRICT

## Legend

Parcels

Trails

Status

solid white lines = Existing

dotted white lines = To be Constructed

0 0.125 0.25 0.5 Miles

N

06.27.18

Napa County Regional Park and Open Space District

# Memorandum

**To**: CHAIR AND COMMISSIONERS **CTC Meeting**: June 26-27, 2019

**From**: SUSAN BRANSEN, Executive Director

**Reference Number**: 2.2c.(5), Action

**Prepared By**: Jose Oseguera
Assistant Deputy Director

**Published Date**: June 14, 2019

Subject: **Approval of Project for Future Consideration of Funding – Mitigated Negative Declaration for the Great Meadow Bike Preservation and Safety Improvements Phase 2 Project (Resolution E-19-62)**

## Issue:

Should the California Transportation Commission (Commission), as a Responsible Agency, accept the Mitigated Negative Declaration for the Great Meadow Bike Preservation and Safety Improvements Phase 2 Project (Project) in Santa Cruz 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 University of California, Santa Cruz (University), is the California Environmental Quality Act lead agency for the Project. The Project will reconstruct and widen a 1-mile-long bike path to comply with California Department of Transportation standards, including re-pavement of shoulders, correction of existing drainage issues, and the designation of pedestrian and bicycle use for specific portions of the path.

On May 15, 2019, the University 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, and noise. Mitigation measures include, but are not limited to: conduct pre-construction surveys to protect the American Badger, comply with vibration requirements to protect the historic Powder House, and limit the

operation of heavy equipment near the vicinity of the Powder House and the Music Center.

On May 16, 2019, the University 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 $1,134,000 and is funded through construction with Active Transportation Program Funds ($434,000) and Local Santa Cruz Regional Transportation Commission Funds ($700,000).

Construction is estimated to begin in Fiscal Year 2020-21.

Attachments:

- Attachment A: Resolution E-19-62
- Attachment B: Notice of Determination
- Attachment C: Project Location Map

**CALIFORNIA TRANSPORTATION COMMISSION**
**Resolution for Future Consideration of Funding**

**5 – Santa Cruz County**
**Resolution E-19-62**

1.1 WHEREAS, the University of California, Santa Cruz, has completed a Mitigated Negative Declaration pursuant to the California Environmental Quality Act (CEQA) and the CEQA Guidelines for the Great Meadow Bike Preservation and Safety Improvements Phase 2 Project (Project) in Santa Cruz County; and

1.2 WHEREAS, the University of California, Santa Cruz, 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 existing bike path alignment within the Great Meadow area within the south-central portion of the University of California, Santa Cruz, main campus in Santa Cruz County; and

1.4 WHEREAS, the Project will reconstruct and widen a 1-mile-long bike path to comply with California Department of Transportation standards, including re-pavement of shoulders, correction of existing drainage issues, and the designation of pedestrian and bicycle use for specific portions of the path; and

1.5 WHEREAS, on May 15, 2019, the University of California, Santa Cruz, found that the proposed Project would not have a significant effect on the environment after mitigation; and

1.6 WHEREAS, on May 15, 2019, the University of California, Santa Cruz, adopted the Mitigated Negative Declaration; and

1.7 WHEREAS, on May 16, 2019, the University of California, Santa Cruz, 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:** Great Meadow Bike Preservation and Safety Improvements Phase 2 Project

| 2019049027 | Alisa Klaus | (831) 459-3732 |
|---|---|---|
| **State Clearinghouse Number** | **Lead Agency Contact Person** | **Area Code/Telephone** |

**Project Location** (include county): The project is located on the existing bike path alignment within the Great Meadow area within the south-central portion of the University of California, Santa Cruz, main campus in Santa Cruz County.

**Project Description:** The project will reconstruct and widen a 1-mile-long bike path to comply with California Department of Transportation standards, including re-pavement of shoulders, correction of existing drainage issues, and the designation of pedestrian and bicycle use for specific portions of the path.

This is to advise that the California Transportation Commission has approved the above described project on

(_ Lead Agency/ **X** Responsible Agency)

June 26-27, 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 (_X_was / ____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.

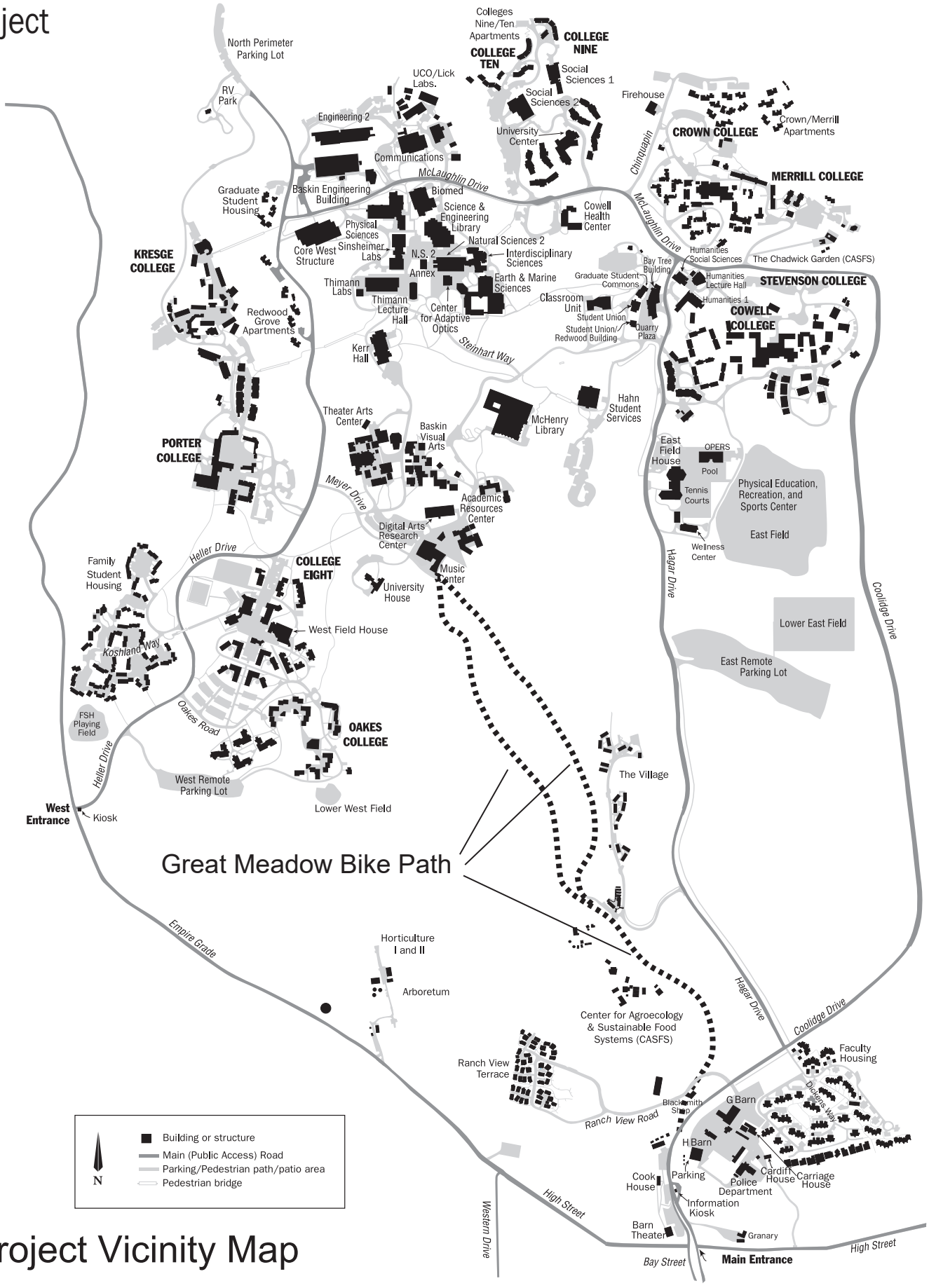
The above identified document with comments and responses and record of project approval is available to the General Public at: 1156 High Street, Santa Cruz, CA 95064

| SUSAN BRANSEN | | Executive Director<br>California Transportation Commission |
|---|---|---|
| *Signature (Public Agency)* | *Date* | *Title* |

Date received for filing at OPR:

Attachment C

# Great Meadow Bike Path Preservation and Safety Improvements, Phase 2 Project



# Memorandum

**To**: CHAIR AND COMMISSIONERS **CTC Meeting**: June 26-27, 2019

**From**: SUSAN BRANSEN, Executive Director

**Reference Number**: 2.2c.(6), Action

**Prepared By**: Jose Oseguera
Assistant Deputy Director

**Published Date**: June 14, 2019

Subject: **Approval of Project for Future Consideration of Funding – Mitigated Negative Declaration for the City of Palmdale Civic Center Complete Streets Project (Resolution E-19-63)**

## Issue:

Should the California Transportation Commission (Commission), as a Responsible Agency, accept the Mitigated Negative Declaration for the City of Palmdale Civic Center Complete Streets Project (Project) in Los Angeles 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 Palmdale (City) is the California Environmental Quality Act lead agency for the Project. The Project will construct bulb-out crossings, bike lanes, cycle tracks (Class IV Separated Bikeways), buffered bike lanes, mini-roundabouts, street lights, and American with Disabilities Act (ADA)-compliant curb ramps to further develop their Complete Streets Program. The Project is located in Downtown Palmdale within the area bound by 9$^{th}$ Street East to the west, Avenue Q-9 to the north, 10$^{th}$ Street to the east, and Avenue Q-12 to the south.

On March 14, 2019, the City of Palmdale Planning Commission 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 and cultural resources. Mitigation measures include, but are not

limited to: comply with air pollution control rules as specified in Government Code Section 11017, limit fugitive dust by requiring the use of trucks to water surface areas to adhere to Rule 403, and comply with the requirements of State Health and Safety Code Section 7050.5. governing disturbance procedures for human remains.

On May 5, 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 $4,089,066 and is funded through construction with Active Transportation Program Funds ($1,700,000) and Local Funds ($2,389,066).

Construction is estimated to begin in Fiscal Year 2020-21.

Attachments:

- Attachment A: Resolution E-19-63
- Attachment B: Notice of Determination
- Attachment C: Project Location Map

**CALIFORNIA TRANSPORTATION COMMISSION**
**Resolution for Future Consideration of Funding**

**7 – Los Angeles County**
**Resolution E-19-63**

1.1 WHEREAS, the City of Palmdale (City) has completed a Mitigated Negative Declaration pursuant to the California Environmental Quality Act (CEQA) and the CEQA Guidelines for the City of Palmdale Civic Center Complete Streets Project (Project) in Los Angeles 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 in Downtown Palmdale within the area bound by 9th Street East to the west, Avenue Q-9 to the north, 10th Street to the east, and Avenue Q-12 to the south; and

1.4 WHEREAS, the Project will construct bulb-out crossings, bike lanes, cycle tracks (Class IV Separated Bikeways), buffered bike lanes, mini-roundabouts, street lights, and American with Disabilities Act (ADA)-compliant curb ramps to further develop their Complete Streets Program; and

1.5 WHEREAS, on March 14, 2019, the City of Palmdale Planning Commission found that the proposed Project would not have a significant effect on the environment after mitigation; and

1.6 WHEREAS, on March 14, 2019, the City of Palmdale Planning Commission adopted the Mitigated Negative Declaration; and

1.7 WHEREAS, on May 5, 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:** City of Palmdale Civic Center Complete Streets Project

| 2019011037 | David Wu | (661) 267-5324 |
|---|---|---|
| **State Clearinghouse Number** | **Lead Agency Contact Person** | **Area Code/Telephone** |

**Project Location** (include county): The project is located in Downtown Palmdale within the area bound by 9th Street East to the west, Avenue Q-9 to the north, 10th Street to the east, and Avenue Q-12 to the south in Los Angeles County.

**Project Description:** The project will construct bulb-out crossings, bike lanes, cycle tracks (Class IV Separated Bikeways), buffered bike lanes, mini-roundabouts, street lights, and American with Disabilities Act (ADA)-compliant curb ramps to further develop their Complete Streets Program.

This is to advise that the California Transportation Commission has approved the above described project on

(_ Lead Agency/ **X** Responsible Agency)

June 26-27, 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 (_X_was / ____was not) adopted for this project.
5. A Statement of Overriding Considerations (__was / _X_was not) adopted for this project.
6. Findings (___were/ _X_were not) made pursuant to the provisions of CEQA.

The above identified document with comments and responses and record of project approval is available to the General Public at: 38250 Sierra Highway, Palmdale, CA 93550

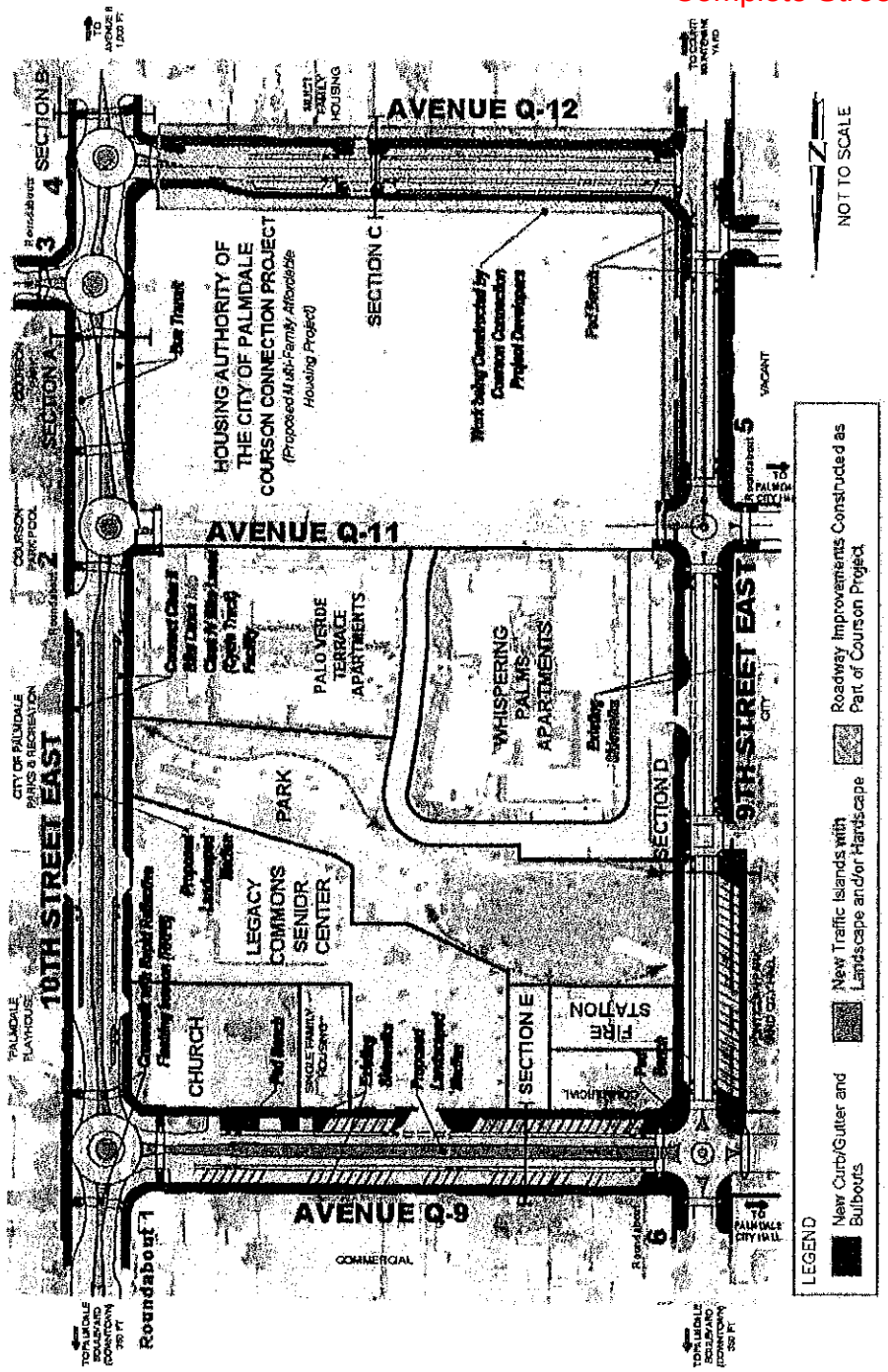
SUSAN BRANSEN — Executive Director, California Transportation Commission

*Signature (Public Agency)* *Date* *Title*

Date received for filing at OPR:

Attachment C

City of Palmdale Civic Center
Complete Streets Project



# Memorandum

**To**: CHAIR AND COMMISSIONERS **CTC Meeting**: June 26-27, 2019

**From**: SUSAN BRANSEN, Executive Director

**Reference Number**: 2.2c.(7), Action

**Prepared By**: Jose Oseguera
Assistant Deputy Director

**Published Date**: June 14, 2019

Subject: **Approval of Project for Future Consideration of Funding – Mitigated Negative Declaration for the Spruce, Hanby, and Yaney Sidewalks Project (Resolution E-19-64)**

## Issue:

Should the California Transportation Commission (Commission), as a Responsible Agency, accept the Mitigated Negative Declaration for the Spruce, Hanby, and Yaney Sidewalks 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 bike lanes, creek crossings, pedestrian pathways, and street widening, including curbs, gutters, and sidewalks. The Project is located on Spruce, Hanby, and Yaney Streets in the City of Bishop, Inyo County.

On May 22, 2017, 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, biological and cultural resources, noise, and tribal resources. Mitigation measures include, but are not limited to: comply with sidewalk tree replacement requirements as specified in the Bishop Tree Information Guidelines, contract with a qualified biologist to monitor water diversion activities, immediately

notify the Native American Heritage within 24 hours if human remains are identified, limit construction activities from 7:00 a.m. to 7:00 p.m. Monday through Friday, and consult with the Cabazon Band of Mission Indians, the Bishop Paiute Tribe and the Big Pine Paiute Tribe on project activities.

On April 29, 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 $943,000 and is fully funded through construction with Active Transportation Program Funds.

Construction is estimated to begin in Fiscal Year 2019-20.

Attachments:

- Attachment A: Resolution E-19-64
- Attachment B: Notice of Determination
- Attachment C: Project Location Map

**CALIFORNIA TRANSPORTATION COMMISSION**
**Resolution for Future Consideration of Funding**

**9 – Inyo County**
**Resolution E-19-64**

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 Spruce, Hanby, and Yaney Sidewalks 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 Spruce, Hanby, and Yaney Streets in the City of Bishop, Inyo County; and

1.4 WHEREAS, the Project will construct bike lanes, creek crossings, pedestrian pathways, and street widening, including curbs, gutters, and sidewalks; and

1.5 WHEREAS, on May 22, 2017, 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 May 22, 2017, the Bishop City Council adopted the Mitigated Negative Declaration; and

1.7 WHEREAS, on April 29, 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.

Attachment B
June 26-27, 2019
Item 2.2c.(7)

# 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:** Spruce, Hanby, and Yaney Sidewalks Project

| 2017031059 | David Grah | (760) 873-8458 |
|---|---|---|
| **State Clearinghouse Number** | **Lead Agency Contact Person** | **Area Code/Telephone** |

**Project Location** (include county): The project is located on Spruce, Hanby, and Yaney Streets in the City of Bishop, Inyo County.

**Project Description:** The project will construct bike lanes, creek crossings, pedestrian pathways, and street widening, including curbs, gutters, and sidewalks.

This is to advise that the California Transportation Commission has approved the above described project on

(_ Lead Agency/ **X** Responsible Agency)

June 26-27, 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 (_X_was / ____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.

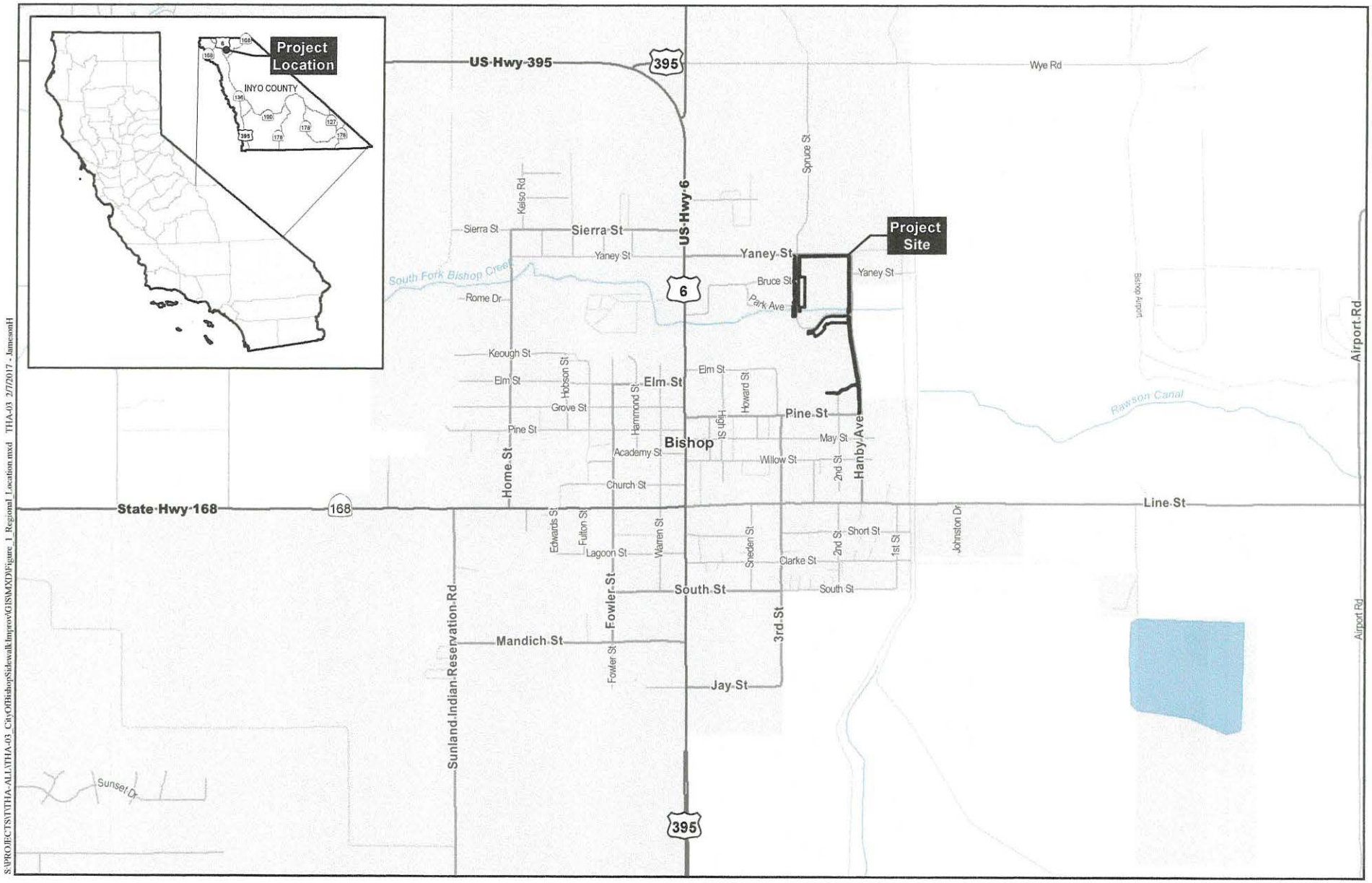
The above identified document with comments and responses and record of project approval is available to the General Public at: 377 West Line Street, Bishop, CA 93514

SUSAN BRANSEN — Executive Director, California Transportation Commission

*Signature (Public Agency)* *Date* *Title*

Date received for filing at OPR:

Attachment C




S:\PROJECTS\TTHA-ALL\THA-03_CityOfBishopSidewalkImprov\GIS\MXD\Figure_1_Regional_Location.mxd THA-03 2/7/2017 - JamesonH

# Regional Location Map

CITY OF BISHOP:
SPRUCE, HANBY, YANEY SIDEWALKS PROJECT

Figure 1

HELIX Environmental Planning

N

0 2,000 Feet

1 inch = 2,000 feet

# Memorandum

**To**: CHAIR AND COMMISSIONERS **CTC Meeting**: June 26-27, 2019

**From**: SUSAN BRANSEN, Executive Director

**Reference Number**: 2.2c.(8), Action

**Prepared By**: Jose Oseguera
Assistant Deputy Director

**Published Date**: June 14, 2019

Subject: **Approval of Project for Future Consideration of Funding – Mitigated Negative Declaration for the Otay Truck Route Phase 4A Project (Resolution E-19-65)**

**Issue:**

Should the California Transportation Commission (Commission), as a Responsible Agency, accept the Mitigated Negative Declaration for the Otay Truck Route Phase 4A Project (Project) in San Diego 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 San Diego (City) is the California Environmental Quality Act lead agency for the Project. The Project will construct a one-way access road for all laden and un-laden freight trucks, including a dedicated emergency lane, retaining walls, and roadway storm drain improvements. The Project is located within the incorporated boundaries of the City of San Diego and is adjacent to the U.S.-Mexico international border, approximately 0.5-miles west of the Otay Mesa Port of Entry.

On September 19, 2017, the San Diego 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 water quality, biological resources, and avian protection. Mitigation measures include, but are not limited to: protect biological resources through adherence to the Landscape Construction Documents, retain a qualified biologist to monitor

construction activities to prevent encroachment into sensitive areas, and restrict construction activities to occur outside the breeding season from February 1st through September 15th.

On May 7, 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 $15,946,439 and is fully funded with Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users Federal Funds ($3,779,298), Local Match Funds ($5,584,138), Local Non-Participating Funds ($583,003), and Trade Corridor Enhancement Program Funds ($6,000,000).

Construction is estimated to begin in Fiscal Year 2019-20.

Attachments:

- Attachment A: Resolution E-19-65
- Attachment B: Notice of Determination
- Attachment C: Project Location Map

**CALIFORNIA TRANSPORTATION COMMISSION**
**Resolution for Future Consideration of Funding**

**11 – San Diego County**
**Resolution E-19-65**

1.1 WHEREAS, the City of San Diego (City) has completed a Mitigated Negative Declaration pursuant to the California Environmental Quality Act (CEQA) and the CEQA Guidelines for the Otay Truck Route Phase 4A Project (Project) in San Diego 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 incorporated boundaries of the City of San Diego and is adjacent to the U.S.-Mexico international border, approximately 0.5-miles west of the Otay Mesa Port of Entry; and

1.4 WHEREAS, the Project will construct a one-way access road for all laden and un-laden freight trucks, including a dedicated emergency lane, retaining walls, and roadway storm drain improvements; and

1.5 WHEREAS, on September 19, 2017, the San Diego City Council found that the proposed Project would not have a significant effect on the environment after mitigation; and

1.6 WHEREAS, on September 19, 2017, the San Diego City Council adopted the Mitigated Negative Declaration; and

1.7 WHEREAS, on May 7, 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:** Otay Truck Route Phase 4A Project

| 2015051020 | Bradley Johnson | (619) 533-5407 |
|---|---|---|
| **State Clearinghouse Number** | **Lead Agency Contact Person** | **Area Code/Telephone** |

**Project Location** (include county): The project is located within the incorporated boundaries of the City of San Diego and is adjacent to the U.S.-Mexico international border, approximately 0.5-miles west of the Otay Mesa Port of Entry.

**Project Description:** The project will construct a one-way access road for all laden and un-laden freight trucks, including a dedicated emergency lane, retaining walls, and roadway storm drain improvements.

This is to advise that the California Transportation Commission has approved the above described project on

(_ Lead Agency/ **X** Responsible Agency)

June 26-27, 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 (_X_was / ____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: 525 B Street, Suite 750, San Diego, CA 92101

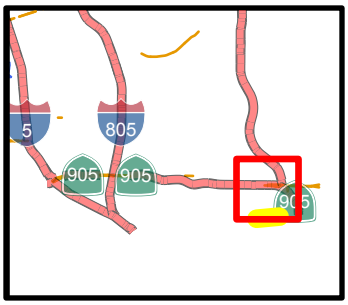
SUSAN BRANSEN — Executive Director, California Transportation Commission

*Signature (Public Agency)* *Date* *Title*

Date received for filing at OPR:

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Attachement C




The City of SAN DIEGO Public Works

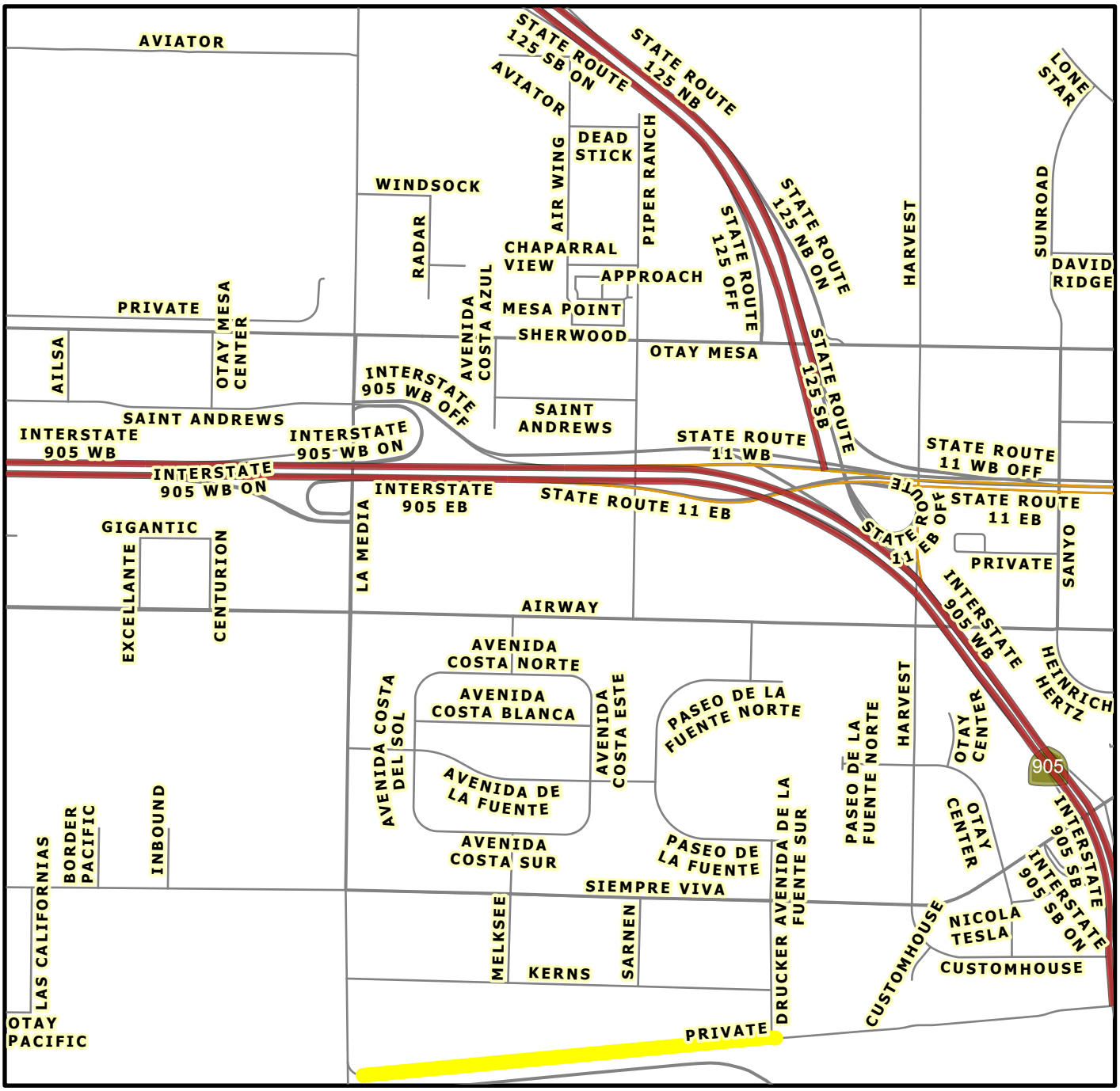
# OTAY TRUCK ROUTE PHASE 4A

SENIOR ENGINEER
MASTANEH ASHRAFZADEH
619-533-3781

PROJECT MANAGER
AMY MILLS
619-533-5164

PROJECT ENGINEER
DAVID MARTINEZ
619-533-4687

FOR QUESTIONS ABOUT THIS PROJECT
Call: (619) 533-4207
Email: engineering@sandiego.gov




## Legend

S11060 OTAY TRUCK ROUTE

N
W
E
S

COMMUNITY NAME: OTAY MESA
COUNCIL DISTRICT: 8
SAP ID: S-11060

Date: May 2, 2019

SanGIS

State of California
**DEPARTMENT OF TRANSPORTATION**

California State Transportation Agency

# M E M O R A N D U M

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

**CTC Meeting**: June 26-27, 2019

**From**: STEVEN KECK, Chief Financial Officer

**Reference Number**: 2.3a., Action Item

**Prepared By**: Janice Benton, Chief
Division of Design

**Subject**: **TEMPORARY ROUTE ADOPTION, 10-STA-132 PM T11.4/T11.9**

**RESOLUTION HRA 19-01**

## ISSUE:

Should the California Transportation Commission (Commission) approve the California Department of Transportation's (Department) request for a temporary route adoption of North Dakota Avenue as a conventional highway, to connect existing State Route (SR) 132 along Maze Boulevard to the proposed SR 132 new alignment east of North Dakota Avenue, 0.5 mile north of existing SR 132 alignment, in Stanislaus County?

## RECOMMENDATION:

The Department recommends that the Commission approves Highway Route Adoption Resolution HRA 19-01 and route location map for State Highway (SR) 132 in the county of Stanislaus. The Department has requested approval of a temporary route adoption along North Dakota Avenue, a county local road, to provide connectivity of existing SR 132 to the realigned segment of SR 132. Realignment of SR 132 is part of the overall SR 132 West Freeway/Expressway project needed to improve regional and interregional circulation, relieve traffic congestion along existing SR 132 (Maze Boulevard), and enhance operations for the existing and proposed transportation network. The Department approved the Final Environmental Impact Report/Environmental Assessment (FEIR/EA) on March 2, 2018, and the Project Report on March 9, 2018. The Commission approved the FEIR/EA on May 16, 2018 by Resolution E-18-56. It is recommended that the Commission approves the temporary route adoption resolution in accordance with the recommendation of the Chief Engineer.

Recommended by: KARLA SUTLIFF
Chief Engineer

*"Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability"*

**BACKGROUND:**

The purpose of this temporary route adoption is to provide connectivity between existing SR 132 (Maze Boulevard) and the proposed SR 132 freeway realignment segment (just south of Kansas Avenue) from North Dakota Avenue to east of SR 99, in the county of Stanislaus. Realignment of SR 132 is part of the large SR 132 West Freeway/Expressway project that will improve regional and interregional circulation, relieve traffic congestion along existing SR 132, and enhance operations for the existing and proposed transportation network.

SR 132 is an east-west corridor in Stanislaus County and the Central Valley. It provides an interregional connection between Tracy and Modesto, serves as a connecting link between major freeway routes Interstate (I) 580 (I-580), I-5, and SR 99, and is a major truck route. SR 132 also serves as a major access route for an increasing number of Central Valley commuters traveling to work in and around Modesto, Livermore Valley, and the San Francisco Bay Area. In recognition of the regional and statewide significance of SR 132, the section of highway between I-580 and SR 99 was added to the Interregional Road System by Senate Bill 732 in October 1991. SR 132 is functionally classified as a Principal Arterial and is part of the National Highway System.

SR 132 was adopted by the California Highway Commission (CHC) on June 20, 1956 as a freeway on new alignment (north of its existing location, just south of Kansas Avenue) starting at the San Joaquin River to SR 99. Freeway Agreements were executed with the County, which included future interchanges at North Dakota Avenue, Carpenter Road, and at Route 99. A grade separation at Emerald Avenue was also included. Between the late 1950s to late 1960s, the Department acquired most of the right of way needed for the adopted freeway corridor construction. In 1975, a Notice of Intent to Rescind the Freeway Adoption was passed by the CHC; however, in 1976, the CHC conditionally retained the Freeway Route Adoption if the Department, Stanislaus County and the City of Modesto signed a cooperative agreement to assume responsibility for hardship and protection of the right of way acquired until construction funds for the freeway construction became available; the cooperative agreement was signed March 1, 1977.

The temporary route adoption is part of the overall SR 132 West Freeway/Expressway project, which will be constructed in two phases. Phase 1 of this project will consist of the construction of a new SR 132 alignment just south and parallel to Kansas Avenue, west of North Dakota Avenue to the Needham Street Overpass, east of SR 99. The new alignment will include three new grade separations. Initially, SR 132 will be constructed as one lane on each direction. Phase 1 will also include the construction of a new public road connection from the Needham Street and Kansas Avenue Extension intersection to SR 132. Connections to existing SR 132 east of SR 99 will be provided via a pair of SR 132 eastbound and westbound couplet roadways alongside SR 99 (approximately 0.5 mile long). Phase 1 construction is expected to be complete by 2021. Phase 2 will be constructed in the future and will consist of widening SR 132 to two lanes in each direction, improving connectivity between SR 99 and SR 132, and associated improvements to SR 99.

Within the proposed temporary route adoption limits, North Dakota Avenue is currently a two-lane undivided county road. It traverses flat terrain adjacent to a nut processing facility and a small community of residential properties. The adoption limits will connect the new SR 132 West Freeway/Expressway at the north end to the existing SR 132 conventional highway at the south end. A future project is currently in development to evaluate build alternatives along the SR 132 adopted corridor, in the westerly direction, from North Dakota Avenue to Gates Road near the San Joaquin River.

The proposed temporary SR 132 will generally consist of two 12-foot lanes, a two-way-median-left-turn lane, and 8-foot paved shoulders. There are 12-foot right and left turn lanes into the nut processing facility. The speed limit is 45 mph.

The Department is the lead agency for the National Environmental Protection Act (NEPA) and California Environmental Quality Act. The Final Environmental Impact Report/ Environmental Assessment (FEIR/EA) leading to a Finding of No Significant Impacts for the proposed SR 132 West Freeway/Expressway Project was approved on March 2, 2018 by the Department. The Department approved the Project Report on March 9, 2018. A NEPA Revalidation to address minor clarifications of the Phase 1 project was approved on April 17, 2019. The Commission approved the FEIR/EA on May 16, 2018 by Resolution E-18-56.

The Department conducted extensive public outreach during the development of this project with several public meetings. The Department also worked with the local agencies and stakeholders to identify issues and concerns with the proposed project. All comments received during circulation of Draft EIR/EA and public hearing on February 22, 2017 were addressed in the FEIR/EA.

The City is the project development lead for the Right of Way, Design and Construction of the Phase 1 project. Phase 1 is fully funded through construction with a combination of Federal, State, and local funds, including funding from Stanislaus Council of Governments, Measure L. The construction cost estimate of Phase 1 is $107.3 million. Construction is expected to begin in the fall of 2019 and be completed in 2021. The local partners in cooperation with the Department, have identified commitments for funding the future Phase 2. The total estimate of Phase 2 is $160 million, as identified in the approved 2018 Regional Transportation Plan.

Attachments:

Resolution HRA 19-01
Location Map
Route Adoption Map

**CALIFORNIA TRANSPORTATION COMMISSION**

**Highway Route Adoption Resolution**
**10-STA-132 PM T11.4/T11.9**

**Resolution HRA 19-01**

**WHEREAS**, the California Department of Transportation (Department) requests approval of this Route Adoption as a State Highway; and

**WHEREAS**, the Final Environmental Impact Report/Environmental Assessment leading to a Finding of No Significant Impacts was signed on March 2, 2018 and approved by the California Transportation Commission (Commission) on May 16, 2018; and

**WHEREAS**, the Project Report recommending the highway route adoption was approved by the Department on March 9, 2018.

**NOW, THEREFORE, BE IT RESOLVED** by the Commission that pursuant to the authority vested in it by law, this Commission does hereby select, adopt, and determine the location of that segment of State Highway Route 132, from Route 132/North Dakota Avenue intersection to North Dakota Avenue/Route 132 intersection, in Stanislaus County, and officially designates it as 10-Sta-132, a temporary conventional highway, as said location is shown on the map submitted by Brian Everson, Chief of Central Region Project Development, District 10.

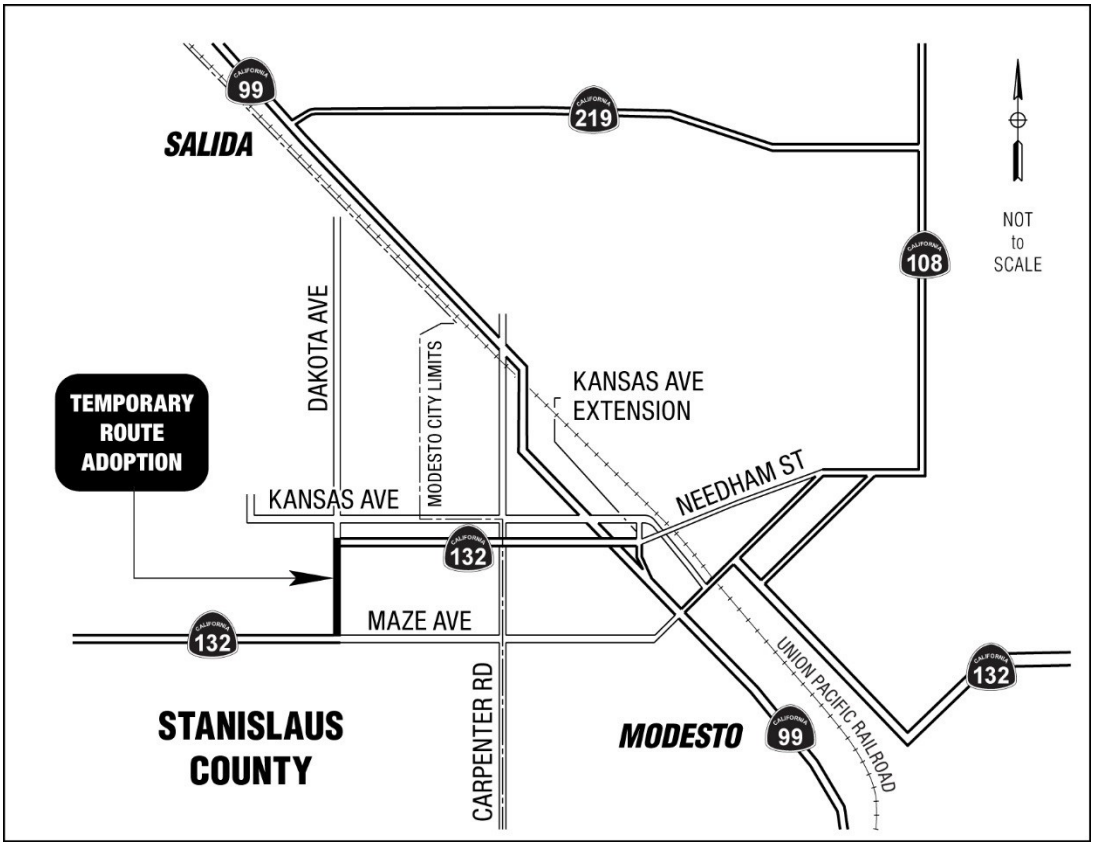
**BE IT FURTHER RESOLVED** by the Commission that the highway shown on said map as the existing State highway shall remain as the State highway until Route 132 east of North Dakota Avenue is constructed on a new alignment and available for traffic.

**BE IT FURTHER RESOLVED** by the Commission that the existing State highway east of North Dakota Avenue intersection will be maintained as part of the State Highway System until it has been relinquished to the County of Stanislaus as provided by law.

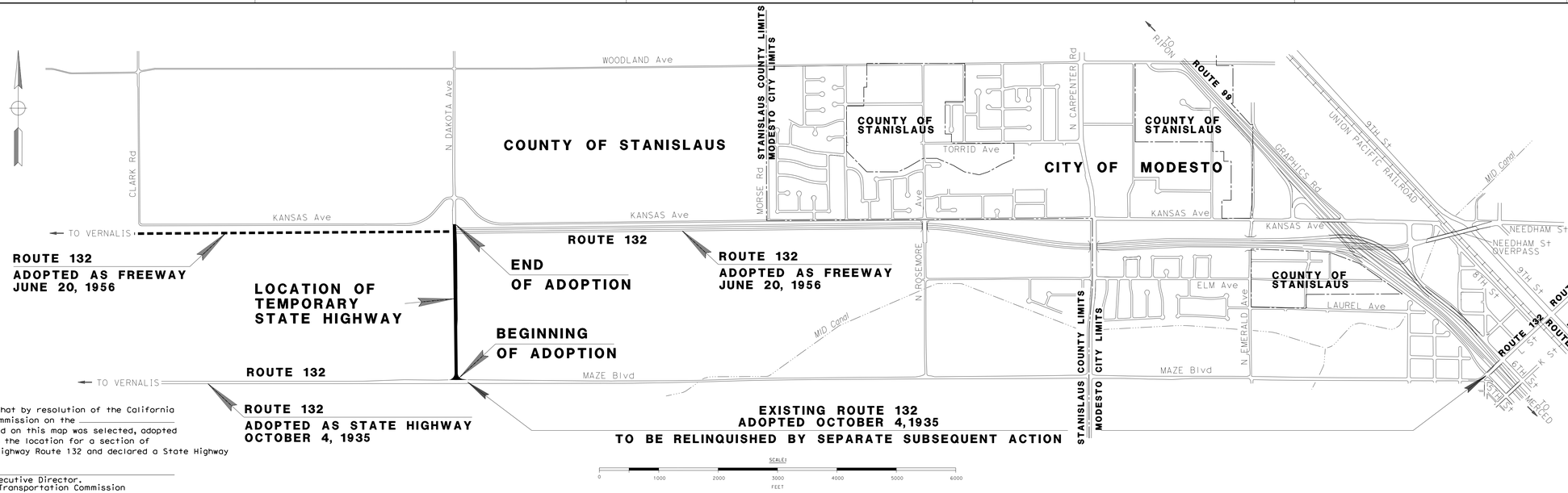
**BE IT FURTHER RESOLVED** that this Commission has found and determined and hereby declares that such location of said State highway is for the best interest of the State.

# Location Map - Temporary Route Adoption

10-STA-132 - PM T11.4 / T11.9






I hereby certify that by resolution of the California Transportation Commission on the _____ alignment indicated on this map was selected, adopted and determined as the location for a section of Temporary State Highway Route 132 and declared a State Highway

Attest: _____
Executive Director,
California Transportation Commission

I hereby certify that this map was prepared pursuant to and under my direction and is a true and correct map of a section of proposed Temporary State Highway Route 132.
Date submitted: _____

_____
Brian Everson, Chief, Central Region
Project Development
Civil Engineer License No. _____

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
MAP SHOWING

# LOCATION OF TEMPORARY STATE HIGHWAY IN STANISLAUS COUNTY

FROM ROUTE 132/NORTH DAKOTA AVENUE INTERSECTION TO NORTH DAKOTA AVENUE/ROUTE 132 INTERSECTION

10-STA-132

IN STANISLAUS COUNTY PM T11.4/T11.9

ROUTE ADOPTION (E) (REV-03-02-15)

State of California
**DEPARTMENT OF TRANSPORTATION**

California State Transportation Agency

# M E M O R A N D U M

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

**CTC Meeting**: June 26-27, 2019

**From**: STEVEN KECK, Chief Financial Officer

**Reference Number**: 2.3b., Action Item

**Prepared By**: Janice Benton, Chief
Division of Design

**Subject**: **NEW PUBLIC ROAD CONNECTION, 10-STA-132 PM R14.4**

**RESOLUTION S-763**

## ISSUE:

Should the California Transportation Commission (Commission) approve the attached Resolution S-763 and map authorizing a new public road connection at Needham Street and Kansas Avenue Extension intersection to State Route 132 in the city of Modesto?

## RECOMMENDATION:

The City of Modesto has requested approval of a new public road connection to State Route 132. Pursuant to Section 100.2 of the Streets and Highways Code, no local road shall be connected with any freeway or controlled access highway until the Commission adopts a resolution consenting thereto. It is recommended that the Commission approves the resolution in accordance with the recommendation of the California Department of Transportation (Department) Chief Engineer. The resolution grants approval of a new public road connection at Needham Street and Kansas Avenue Extension intersection to State Route 132 at Post Mile R14.4.

Recommended by: _____
KARLA SUTLIFF
Chief Engineer

**BACKGROUND:**

The City of Modesto, in cooperation with Stanislaus County, Stanislaus Council of Governments (StanCOG) and the Department, proposes to construct a new public road connection (NPRC) to State Route (SR) 132 freeway at the modified Needham Street and Kansas Avenue Extension intersection. The connection will provide direct access to the City of Modesto east of SR 99 via the existing Needham Street Overpass (OP) across the Union Pacific Railroad (UPRR), as well as connecting the business and residential areas via the new Kansas Avenue Extension. The proposed NPRC is expected to reduce traffic congestion in downtown City of Modesto by utilizing the only existing grade separated UPRR crossing on Needham Street, east of SR 99.

SR 132 is an east-west corridor in Stanislaus County and the Central Valley. It provides an interregional connection between the cities of Tracy and Modesto, serves as a connecting link between major freeway routes Interstate (I) 580 (I-580), I-5, and SR 99, and is a major truck route. SR 132 also serves as a major access route for an increasing number of Central Valley commuters traveling to work in and around Modesto, Livermore Valley, and the San Francisco Bay Area. In recognition of the regional and statewide significance of SR 132, the section of highway between I-580 and SR 99 was added to the Interregional Road System by Senate Bill 732 in October 1991. SR 132 is functionally classified as a Principal Arterial and is part of the National Highway System.

SR 132 was adopted by the California Highway Commission (CHC) on June 20, 1956 as a freeway on new alignment starting at the San Joaquin River to SR 99. Freeway Agreements were executed with the County, which included future interchanges at North Dakota Avenue, Carpenter Road, and at Route 99. A grade separation at Emerald Avenue was also included. Between the late 1950s to late 1960s, several right of way parcels were acquired along the adopted freeway corridor west and east of SR 99. In 1975, a Notice of Intent to Rescind the Freeway Adoption was passed by the CHC; however, in 1976, the CHC conditionally retained the Freeway Route Adoption if the Department, Stanislaus County and the City of Modesto signed a cooperative agreement to assume responsibility for hardship and protection of the right of way acquired until construction funds for the freeway construction became available. The cooperative agreement was signed March 1, 1977.

Two Project Study Reports were developed in 1991 and 1993. In 1998, the Department approved a Revised Project Study Report including interchange alternatives east of SR 99. In 2001, Needham Street OP was built with the intent to connect to the future SR 132 freeway. In February 2003, a Value Analysis was completed validating the baseline design features, including the Needham Street connection to SR 132, east of SR 99.

Existing SR 132 is a two- lane, undivided, conventional highway with varying shoulders and isolated left- and right-turn lanes at some intersections. The existing alignment runs along Maze Boulevard and passes through residential, commercial, and agricultural areas with multiple at grade intersections.

The proposed NPRC is part of the overall SR 132 West Freeway/Expressway project, which will be constructed in two phases. Phase 1 of this project will consist of the construction of a new SR 132 alignment just south and parallel to Kansas Avenue, west of North Dakota Avenue to the Needham Street OP. The new alignment will include three new grade separations. Initially, SR 132 will be constructed as one lane on each direction. Phase 1 will also include: removal of existing SR 99 northbound ramp connections to Kansas Avenue, just north of the proposed NPRC, and the construction of the NPRC ramps at Needham Street and Kansas Avenue Extension. Connections to existing SR 132 east of SR 99 will be provided via a pair of SR 132 eastbound and westbound couplet roadways alongside SR 99 (approximately 0.5 mile long). Phase 1 construction is expected to be complete by 2021. Phase 2 will be constructed in the future and will consist of widening SR 132 to two lanes in each direction, improving connectivity between SR 99 and SR 132, and associated improvements to SR 99.

Without the SR 132 West Freeway/Expressway project, segments of the existing route are expected to operate at unacceptable levels of service. Traffic forecasts predict high congestion levels along existing SR 132 due to future development and an increase in interregional commuter and truck traffic. Congestion in the project area is also caused in part by the existing traffic reliance on the at-grade railroad crossings just east of SR 99.

A NPRC is needed to support the regional circulation plan by minimizing vehicle miles travelled and increasing utilization of the grade separated Needham Street OP, access route to downtown City of Modesto. Based on traffic studies, truck traffic will mostly utilize the SR 132 couplets along SR 99. The Final Traffic Operations Analysis Report for the SR 132 West Freeway/Expressway Project (July 2012) estimated 2000 vehicles per day will utilize the NPRC to exit SR 132, while 1500 will use it to access SR 132. The new connection will provide direct access to the eastern side of the City of Modesto resulting in a reduction of congestion and travel time to downtown Modesto and grid roadways; a reduction of 3,500 vehicle miles traveled daily is expected. The NPRC will make the use of the overpass much more accessible.

The Department is the lead agency for the National Environmental Protection Act (NEPA) and California Environmental Quality Act (CEQA). The Final Environmental Impact Report / Environmental Assessment (FEIR/EA) leading to a Finding of No Significant Impacts for the proposed Route 132 West Freeway/Expressway Project was approved in March 2018.

The Project Report was approved on March 9, 2018. The Department completed a NEPA Re-validation on April 17, 2019, to address Phase 1 minor clarifications. The CTC approved the FEIR/EA on May 16, 2018, by resolution E-18-56.

The City is the lead for the Right of Way, Design and Construction of Phase 1. Phase 1 is fully funded through construction with a combination of Federal, State, and local funds, including funding from Stanislaus County Measure L. The construction capital cost estimate of Phase 1 is $107.3 million. Local partners in cooperation with the Department have identified commitments for funding the future project Phase 2. The total cost estimate of Phase 2 is $160 million as identified in the approved 2018 Regional Transportation Plan.

A freeway agreement signed by the City is awaiting execution by the Department after the Commission approval of the NPRC.

Attachments:

Resolution S-763
Location Map
Vicinity Map

**CALIFORNIA TRANSPORTATION COMMISSION**
**Resolution Authorizing a New Public Road Connection**

**10-STA-132 PM R14.4**

**Resolution S-763**

**WHEREAS**, the California Department of Transportation (Department) and City of Modesto (City) jointly request approval of a new public road connection on State Route 132 for Needham Street and Kansas Avenue Extension intersection; and

**WHEREAS**, the Department completed a Final Environmental Impact Report/Environmental Assessment (FEIR/EA) leading to a Finding of No Significant Impacts on March 2, 2018, pursuant to the California Environmental Quality Act; and

**WHEREAS,** the Department completed a National Environmental Protection Act re-validation on April 17, 2019; and

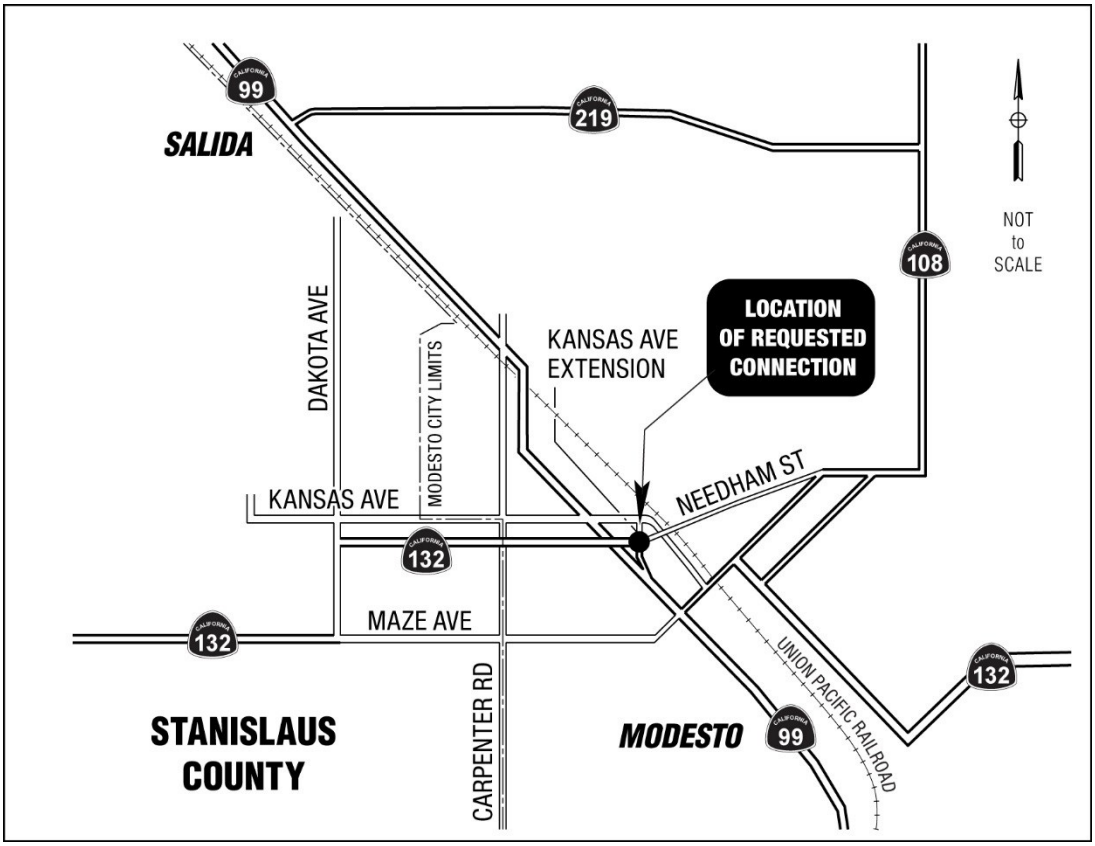
**WHEREAS,** the California Transportation Commission approved the FEIR/EA on May 16, 2018; and

**WHEREAS,** the Department approved a Project Report recommending the new public road connection to State Route 132 on March 9, 2018; and

**NOW, THEREFORE, BE IT RESOLVED** by the California Transportation Commission that pursuant to the authority vested in it by law, this Commission does hereby authorize a new public road connection on State Route 132 at Needham Street and Kansas Avenue Extension intersection at Post Mile R14.4, in the city of Modesto, in Stanislaus County.

# Location Map - New Public Road Connection

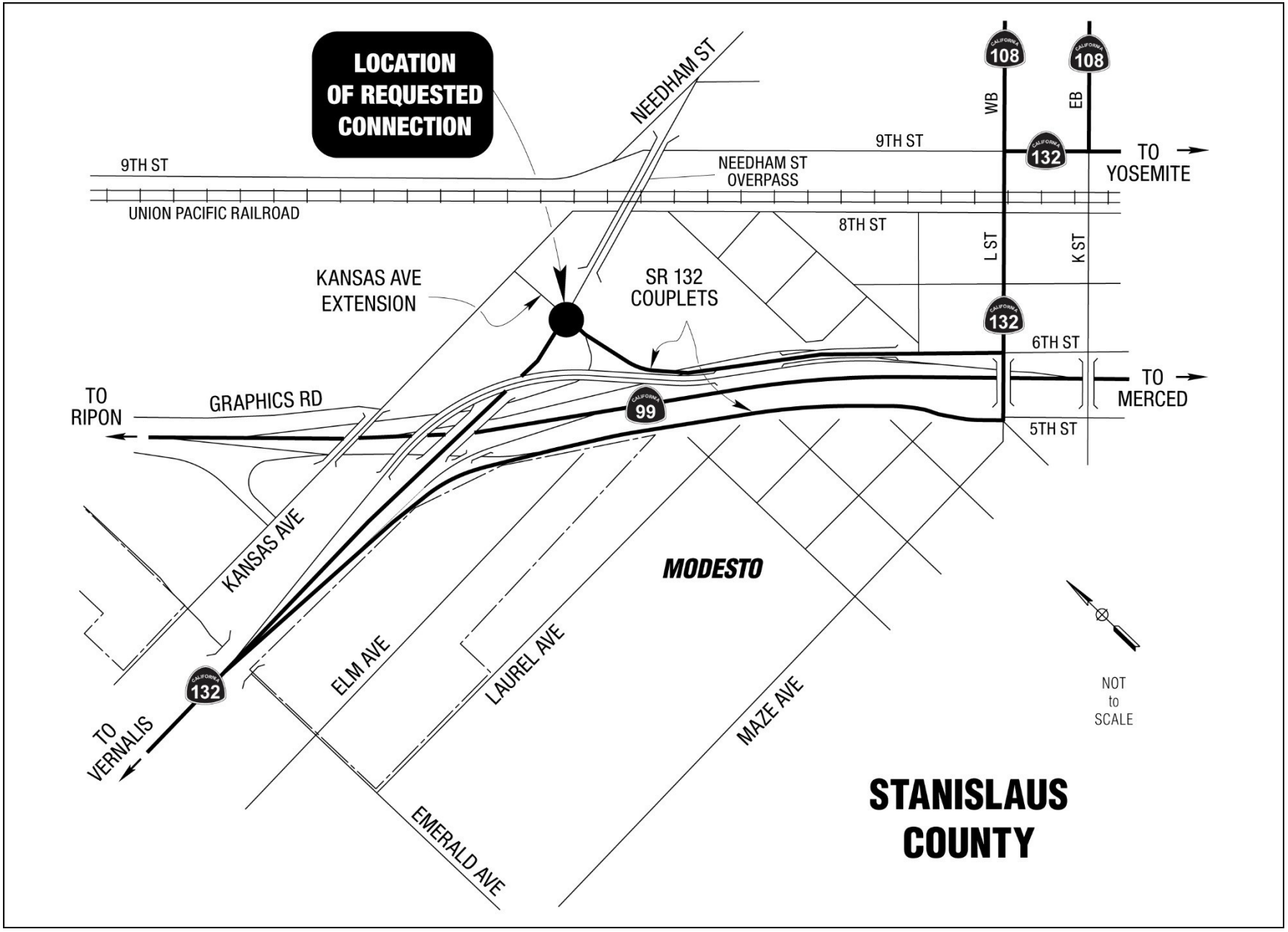
10-STA-132 - PM R14.4






# Vicinity Map – New Public Road Connection

10-STA-132 - PM R14.4



State of California
**DEPARTMENT OF TRANSPORTATION**

California State Transportation Agency

# MEMORANDUM

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

**CTC Meeting**: June 26-27, 2019

**From**: STEVEN KECK, Chief Financial Officer

**Reference Number**: 2.3c., Action Item

**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 approves 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-4027 – 04-CC-4-PM 25.0
(Request No. 56132) – 1 Segment

Relinquishes right of way in the city of Antioch (City) along Route 4 at Century Boulevard, consisting of a reconstructed city road. The City by freeway agreement dated May 24, 2011,

agreed to accept the relinquishment and by letter signed February 5, 2019, agreed to waive the 90-day notice requirement and accept title upon relinquishment by the State.

Resolution R-4028 – 11-SD-76-PM 2.6
(Request No. R34625) – 1 Segment

Relinquishes right of way in the city of Oceanside (City) along Route 76 at Foussat Road, consisting of a reconstructed city road. The City by letter dated March 14, 2019, agreed to waive the 90-day notice requirement and accept title upon relinquishment by the State.

State of California
**DEPARTMENT OF TRANSPORTATION**

California State Transportation Agency

# MEMORANDUM

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

**CTC Meeting**: June 26-27, 2019

**From**: STEVEN KECK, Chief Financial Officer

**Reference Number**: 2.4b., Action Item

**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 Resolutions C-21735 through C-21747 and C-21749 through C-21755 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.

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-21735 - Joshua D. Henslee, a single man
03-Nev-174-PM 3.40 - Parcel 36745-1, 2, 3, 4 - EA 4F3709.
Right of Way Certification (RWC) Date: 06/28/19; Ready to List (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, an easement for utility purposes to be conveyed to American Telephone and Telegraph (AT&T), an easement for drainage and underlying fee. Located in the unincorporated area of Nevada County at 16819 Colfax Highway, Grass Valley. Assessor's Parcel Number (APN) 12-261-47.

C-21736 - Reginald D. King and Betty C. King, Trustee(s) of The Reginald D. King and Betty C. King Family Trust created on December 17, 1992
03-Nev-174-PM 3.96 - Parcel 36720-1, 2, 3, 4 - 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 purposes, easements for utility purposes to be conveyed to Pacific Gas and Electric (PG&E) and AT&T, and underlying fee. Located in the unincorporated area of Nevada County at 16252 Colfax Highway, Grass Valley. APN 12-250-38.

C-21737 - Rachel Corona, a single woman, as to an undivided 50% interest and Mark E. Carroll as Trustee of the Mark E. Carroll Revocable Living Trust Dated May 24, 2006, as to an undivided 50% interest
03-Nev-174-PM 4.08 - Parcel 36722-1, 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, easements for utility purposes to be conveyed to PG&E and AT&T, and underlying fee. Located in the unincorporated area of Nevada County at 16130 Colfax Highway, Grass Valley. APN 12-250-05.

C-21738 - Mary E. Johnson, as Trustee of the Mary E. Johnson Revocable Trust Dated January 30, 2014 and Donald T. Sawyer and Linda L. Sawyer, as Trustee of the Donald and Linda Sawyer Family Trust UTD October 31, 2013, as Tenants in Common
03-Nev-174-PM 4.24 - Parcel 36723-1, 2, 3, 4 - 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, permanent easement for drainage, easements for utility purposes to be conveyed to PG&E and AT&T, and underlying fee. Located in the unincorporated area of Nevada County at 16054 Colfax Highway, Grass Valley.
APN 12-241-21.

C-21739 - Hust Brothers Inc., a California Corporation
03-Sut-99-PM 40.2 - Parcel 37196-1, 2 - EA 3F9909.
RWC Date: 09/01/19; RTL Date: 09/01/19. Conventional highway - widen from two to four lanes and enhance streetscape. Authorizes condemnation of a temporary easement for construction purposes and permanent easement for highway purposes. Located in the city of Live Oak at 9989 Live Oak Boulevard. APN 06-181-003.

C-21740 - Karmdeep S. Bains and Harpreet B. Bains, Trustees of the Karmdeep S. Bains and Harpreet B. Bains Revocable Living Trust established December 17, 2018 as to an undivided 1/2 interest, and One World Ranches, LLC, a California Limited Liability Company as to an undivided 1/2 Interest.
03-Sut-99-PM 40.4 - Parcel 37204-1 - EA 3F9909.
RWC Date: 09/01/19; RTL Date: 09/01/19. Conventional highway - widen from two lanes to four lanes and enhance Streetscape. Authorizes condemnation of a temporary easement for highway construction. Located in the city of Live Oak at 2600 Juniper Street. APN 06-125-008.

C-21741 - Rudnick Family Investments, LLC, SOS Suspended
06-Ker-204-PM 3.35 - Parcel 88033-1, 2, 3 - EA 0U2409.
RWC Date: 10/01/19; RTL Date: 10/11/19. Conventional highway - upgrade storm water pumping plant. Authorizes condemnation of land in fee for a State highway, a temporary construction easement for construction purposes and a permanent utility easement to supply electrical to CALTRANS facility to be conveyed to PG&E. Located in the city of Bakersfield at west side of Route 204, south of Shady Lane. APNs 006-152-16 and 006-152-18.

C-21742 - Arnold S. Kirschenmann, Trustee of the Arnold S. Kirschenmann Separate Property Trust dated December 14, 2006
06-Ker-223-PM 16.00 - Parcel 87304-1, 2, 3, 4, 5 - EA 0R1909.
RWC Date: 02/01/21; RTL Date: 03/01/21. Conventional highway - construct roundabout at State Route (SR) 223 and SR 184. Authorizes condemnation of land in fee for a State highway, temporary construction easements for construction purposes, and underlying fee. Located near the city of Arvin at Northwest corner of SR 223 and SR 184. APN 185-300-28.

C-21743 - JHAJ & BRAR LLC, a California Limited Liability Company
06-Ker-223-PM 16.00 - Parcel 87331-1, 2, 3 - EA 0R1909.
RWC Date: 02/01/21; RTL Date: 03/01/21. Conventional highway - construct roundabout at SR 223 and SR 184. Authorizes condemnation of land in fee for a State highway, a temporary construction easement for construction purposes, and underlying fee. Located near the city of Arvin at southeast corner of SR 223 and SR 184. APN 189-310-17.

C-21744 - Tom A. McCarthy and Susana King, Trustees of the Tom A. McCarthy and Susana King Revocable Trust Dated June 5, 2015
08-Riv-74-PM 82.30 - Parcel 24033-1, 2 - EA 0R7819.
RWC Date: 01/15/20; RTL Date: 01/29/20. Conventional highway - install Midwest Guardrail System and terminal end treatment. Authorizes condemnation of land in fee for a State highway. Located in the unincorporated area of Riverside County known as Pinyon Pines, at SR 74. APNs 636-100-002,-009.

C-21745 - Cuong Viet Nguyen, a single person
08-SBd-62-PM 31.03 - Parcel 24421-1 - EA 1E8409.
RWC Date: 12/16/19; RTL Date: 03/16/20. Conventional highway - Mill and overlay mainline and shoulders, upgrade American with Disabilities Act (ADA) 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 72003 Twentynine Palms Highway. APN 0615-081-16.

C-21746 - Oxnard Corner, LLC; a California Limited Liability Company
08-SBd-215-PM 2.70 - Parcel 24567-1 - EA 1F7309.
RWC Date: 01/21/20; RTL Date: 02/03/20. Freeway - replace overcrossing. Authorizes condemnation of a temporary easement for construction purposes. Located in the city of Colton at 1250 East Washington Street. APN 0276-361-87.

C-21747 - AP-Colton, LLC, a California Limited Liability Company
08-SBd-215-PM 2.67 - Parcel 24565-1, 2 - EA 1F7309.
RWC Date: 01/21/20; RTL Date: 02/03/20. Freeway - replace overcrossing. Authorizes condemnation of land in fee for a State highway and a temporary easement for construction purposes. Located in the city of Colton at 1220 East Washington Street. APN 0276-361-88.

C-21749 - AP-Colton, LLC, a California Limited Liability Company
08-SBd-215-PM 2.74 - Parcel 24566-1, 2, 3 - EA 1F7309.
RWC Date: 01/21/20; RTL Date: 02/03/20. Freeway - replace overcrossing. Authorizes condemnation of land in fee for a State highway and temporary easements for construction purposes. Located in the city of Colton at 1250 East Washington Street. APN 0276-361-82.

C-21750 - Dunn-Edwards Corporation, a Delaware corporation 08-SBd-215-PM 2.74 - Parcel 24569-1 - EA 1F7309.
RWC Date: 01/21/20; RTL Date: 02/03/20. Freeway - replace overcrossing. Authorizes condemnation of a temporary easement for construction purposes. Located in the city of Colton at 1211 East Washington Street. APN 0276-361-19.

C-21751 - Allied Waste Services of North America, LLC, a Delaware Limited Liability Company
10-Mer-165-PM 9.20 - Parcel 16839-1, 2 - EA 0X5209.
RWC Date: 05/04/20; RTL Date: 05/20/20. Conventional highway - upgrade ADA facilities. Authorizes condemnation of land in fee for a State highway, a temporary construction easement for construction purposes and underlying fee. Located in the city of Los Banos at 409 Mercey Springs Road. APN 025-134-017.

C-21752 - Daniel F. Iacopi, Trustee of the Daniel F. Iacopi 2016 Trust, dated June 8, 2016
10-Mer-165-PM 8.96 - Parcel 16857-1, 2 - EA 0X5209.
RWC Date: 05/04/20; RTL Date: 05/20/20. Conventional highway - upgrade ADA facilities. Authorizes condemnation of land in fee for a State highway, a temporary construction easement for construction purposes and underlying fee. Located in the city of Los Banos at 1306 Canal Farm Lane. APN 428-131-017.

C-21753 - Rose Marie Martin, Surviving Trustee of The Alvin and Rose Marie Martin 2008 Trust, dated January 14, 2008
10-Mer-165-PM 9.10 - Parcel 16858-1, 2 - EA 0X5209.
RWC Date: 05/04/20; RTL Date: 05/20/20. Conventional highway - upgrade ADA facilities. Authorizes condemnation of land in fee for a State highway, a temporary construction easement for construction purposes and underlying fee. Located in the city of Los Banos at 714 Mercey Springs Road. APN 428-131-018.

C-21754 - Tesoro Sierra Properties, LLC, a Delaware limited liability company
11-Imp-98-PM 32.3 - Parcel 35585-1, 2 - EA 080289.
RWC Date: 09/13/19; RTL Date: 09/27/19. Conventional highway - widening SR 98 highway from four lanes to six lanes. Authorizes condemnation of a permanent easement for State highway purposes and a temporary easement for construction purposes. Located in the city of Calexico at 1036 South Imperial Avenue. APN 058-263-016-000.

C-21755 - The Pentecostal Church of God of America, Northern District of California, a California Corporation also known of record as the Pentecostal Church of God, Northern District of California, a California Corporation
03-Sut-99-PM 40.8 – Parcel 37243-1, 2 - EA 3F9909.
RWC Date: 09/01/19; RTL Date: 09/01/19. Conventional Highway – widen from two to four lanes and enhance streetscape. Authorizes condemnation of land in fee for a State highway, a temporary easement for highway construction, and underlying fee. Located in the city of Live Oak at 10615 Live Oak Boulevard.
APN 06-020-009; 06-030-005.

Attachments

**TRANSPORTATION COMMISSION**
**RESOLUTION NO.**

# C-21735

CALIFORNIA TRANSPORTATION COMMISSION
RESOLUTION OF NECESSITY
TO ACQUIRE CERTAIN REAL PROPERTY
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
HIGHWAY 03-Nev-174-PM 3.40 PARCEL 36745-1, 2, 3, 4
OWNER: Joshua D. Henslee, a single man

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

The hereinafter described real property is necessary for State Highway purposes and is to be acquired by eminent domain pursuant to Streets and Highways Code Section 102; and Code of Civil Procedure Section 1240.320 in that a portion of the property is being acquired for conveyance to American Telephone and Telegraph for utility 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 1240.610 in that the property is required for a more necessary public use;

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

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

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

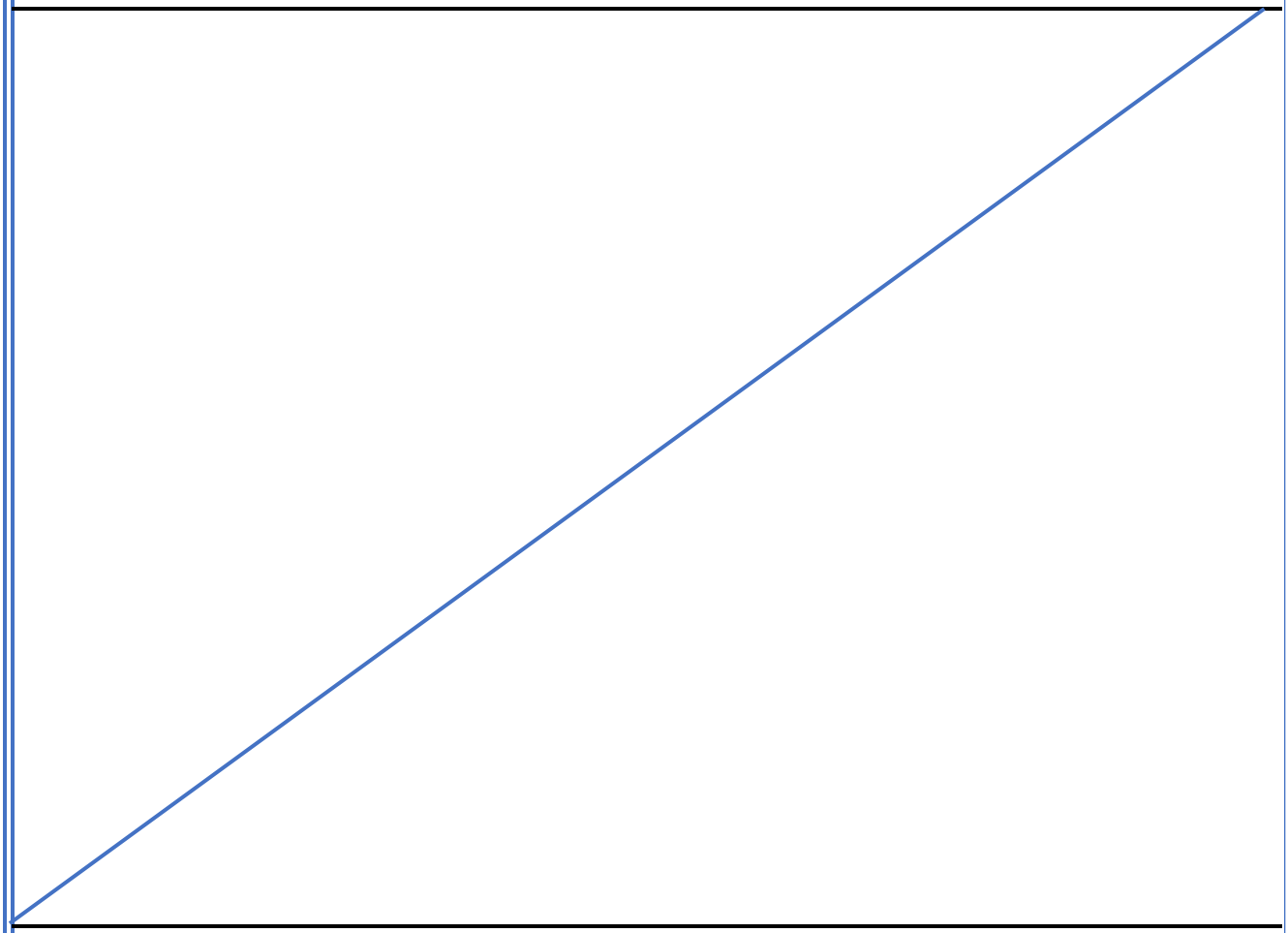
| **APPROVED AS TO FORM AND PROCEDURE** | **APPROVAL RECOMMENDED** |
|---|---|
| **Attorney, Department of Transportation** | **DIVISION OF RIGHT OF WAY** |

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;

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

The real property or interests in real property, which the Department of Transportation is by this resolution authorized to acquire, is situated in the County of Nevada, State of California, Highway 03-Nev-174 and described as follows:



**PARCEL 036745-1:**

For State Highway purposes over that portion of the South half of Section 4 T.15 N., R.9.E., M.D. B. & M. in Lot 9 of the White Ranch Subdivision, as shown on that certain subdivision map recorded July 20, 1914 in Book 1 of Subdivisions, at Page 28 in the Nevada County Recorder's Office, conveyed to Joshua D. Henslee by Grant Deed 20120005911, recorded March 5, 2012 Official Records of Nevada County, lying northeasterly of the following described line;

**Beginning** at a point on the southerly line of Lot 9 of the White Ranch Subdivision, as shown on that certain Record of Survey recorded December 17, 1980 in Book 8 of Surveys, at Page 51 in the Nevada County Recorder's Office, said point bears N 89°41'10" E 277.25 feet from a found 1" iron pipe with tack located at the southwesterly corner of the "Tindle to Lefever" Parcel as shown on said Record of Survey;

(1) Thence leaving said southerly line N 37°51'41" W 470.78 feet;

(2) Thence N 36°09'06" W 67.03 feet;

(3) Thence N 38°21'20" W 33.20 feet;

(4) Thence N 38°14'51" W 112.97 feet;

(5) Thence N 44°19'10" W 25.30 feet;

(6) Thence N 28°46'37" W 24.29 feet to a tangent curve to the right having a radius of 549.88 feet;

(7) Thence along said curve through a central angle of 04°41'44" an arc distance of 45.07 feet to a point on the northerly line of said lands conveyed to Henslee, said point bears S 67°47'56" W 3.04 feet from a found 3/4" iron pipe with plastic plug tagged "Shuart LS 4645" located near the northeasterly corner of the Ray E. Lefever parcel as shown on said Record of Survey and being the end of this described line.

**PARCEL 036745-2:**

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. in Lot 9 of the White Ranch Subdivision, as shown on that certain subdivision map recorded July 20, 1914 in Book 1 of Subdivisions, at Page 28 in the Nevada County Recorder's Office, conveyed to Joshua D. Henslee by Grant Deed 20120005911, recorded March 5, 2012 Official Records of Nevada County, being more particularly described as follows:

**PARCEL 036745-2 CONTINUED:**

**Beginning** at a point on the southerly line of Lot 9 of the White Ranch Subdivision, as shown on that certain Record of Survey recorded December 17, 1980 in Book 8 of Surveys, at Page 51 in the Nevada County Recorder's Office, said point bears N 89°41'10" E 277.25 feet from a found 1" iron pipe with tack located at the southwesterly corner of the "Tindle to Lefever" Parcel as shown on said Record of Survey;

(1) Thence leaving said southerly line N 37°51'41" W 470.78 feet;

(2) Thence N 36°09'06" W 67.03 feet;

(3) Thence N 38°21'20" W 33.20 feet;

(4) Thence N 38°14'51" W 112.97 feet;

(5) Thence N 44°19'10" W 25.30 feet;

(6) Thence N 28°46'37" W 24.29 feet to a tangent curve to the right having a radius of 549.88 feet;

(7) Thence along said curve through a central angle of 04°41'44" an arc distance of 45.07 feet to a point on the northerly line of said lands conveyed to Henslee, said point bears S 67°47'56" W 3.04 feet from a found 3/4" iron pipe with plastic plug tagged "Shuart LS 4645" located near the northeasterly corner of the Ray E. Lefever parcel as shown on said Record of Survey;

(8) Thence along said northerly line S 55° 05' 14" W 10.18 feet to a point thereon, said point being a point of curvature of a non-tangent curve to the left having a radius of 560.00 feet to which point a radial line bears S 65° 43' 26" W;

(9) Thence leaving said northerly line, along said curve, through a central angle of 04°30'03" an arc distance of 43.99 feet to a point of tangency;

(10) Thence S 28° 46' 37" E 25.64 feet;

(11) Thence S 44° 19' 10" E 26.15 feet;

(12) Thence S 38° 23' 10" E 113.84 feet;

(13) Thence S 37° 51' 41" E 29.30 feet;

(14) Thence S 08° 56' 25" E 44.49 feet;

(15) Thence S 16° 30' 01" E 47.12 feet;

**PARCEL 036745-2 CONTINUED:**

(16) Thence S 75° 28' 49" W 39.95 feet;

(17) Thence S 37° 51' 41" E 433.85 feet to a point on said southerly line;

(18) Thence along said southerly line N 89° 40' 41" E 12.61 feet to a point thereon, being 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.

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 036745-3:**

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. in Lot 9 of the White Ranch Subdivision, as shown on that certain subdivision map recorded July 20, 1914 in Book 1 of Subdivisions, at Page 28 in the Nevada County Recorder's Office, conveyed to Joshua D. Henslee by Grant Deed 20120005911, recorded March 5, 2012 Official Records of Nevada County, being more particularly described as follows:

**Commencing** at a point on the southerly line of Lot 9 of the White Ranch Subdivision, as shown on that certain Record of Survey recorded December 17, 1980 in Book 8 of Surveys, at Page 51 in the Nevada County Recorder's Office, said point bears N 89°41'10" E 277.25 feet from a found 1" iron pipe with tack located at the southwesterly corner of the "Tindle to Lefever" Parcel as shown on said Record of Survey;

(1) Thence leaving said southerly line N 37°51'41" W 19.98 feet to the **Point of Beginning**;

(2) Thence N 37°51'41" W 20.30 feet;

(3) Thence S 42°16'53" W 10.15 feet;

(4) Thence S 37°51'41" E 20.30 feet;

(5) Thence N 42°16'53" E 10.15 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.

**PARCEL 036745-4**

An easement for utility purposes to construct, reconstruct, and maintain (place, operate, inspect, repair, replace and remove) such underground communication facilities as Grantee(s) may from time to time require (including ingress thereto and egress therefrom) consisting of wires, cables, risers, service pedestals, necessary fixtures and appurtenances necessary to any and all thereof, together with the right of way therefor in, over, under and upon that portion of the South half of Section 4 T.15 N., R.9.E., M.D. B. & M. in Lot 9 of the White Ranch Subdivision, as shown on that certain subdivision map recorded July 20, 1914 in Book 1 of Subdivisions, at Page 28 in the Nevada County Recorder's Office, conveyed to Joshua D. Henslee by Grant Deed 20120005911, recorded March 5, 2012 Official Records of Nevada County, more particularly described as follows:

**Beginning** at a point on the southerly line of Lot 9 of the White Ranch Subdivision, as shown on that certain Record of Survey recorded December 17, 1980 in Book 8 of Surveys, at Page 51 in the Nevada County Recorder's Office, said point bears N 89°41'10" E 277.25 feet from a found 1" iron pipe with tack located at the southwesterly corner of the "Tindle to Lefever" Parcel as shown on said Record of Survey;

(1) Thence leaving said southerly line N 37°51'41" W 177.39 feet;

(2) Thence S 52° 08' 19" W 15.00 feet;

(3) Thence S 37° 51' 41" E 165.87 feet to a point on said southerly line;

(4) Thence along said southerly line N 89° 40' 41" E 18.92 feet to a point thereon being 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-21736

CALIFORNIA TRANSPORTATION COMMISSION
RESOLUTION OF NECESSITY
TO ACQUIRE CERTAIN REAL PROPERTY
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
HIGHWAY 03-Nev-174-PM 3.96 PARCEL 36720-1, 2, 3, 4
OWNER: Reginald D. King and Betty C. King, Trustee(s)
of The Reginald D. King and Betty C. King Family
Trust created on December 17, 1992

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

The hereinafter described real property is necessary for State Highway purposes and is to be acquired by eminent domain pursuant to Streets and Highways Code Section 102; and Code of Civil Procedure Section 1240.320 in that a portion of the property is being acquired for conveyance to Pacific Gas and Electric Company and American Telephone & Telegraph for utility purposes; and Code of Civil Procedure Section 1240.610 in that the property is required for a more necessary public use;

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

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

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

**APPROVED AS TO FORM AND PROCEDURE**

**Attorney, Department of Transportation**

**APPROVAL RECOMMENDED**

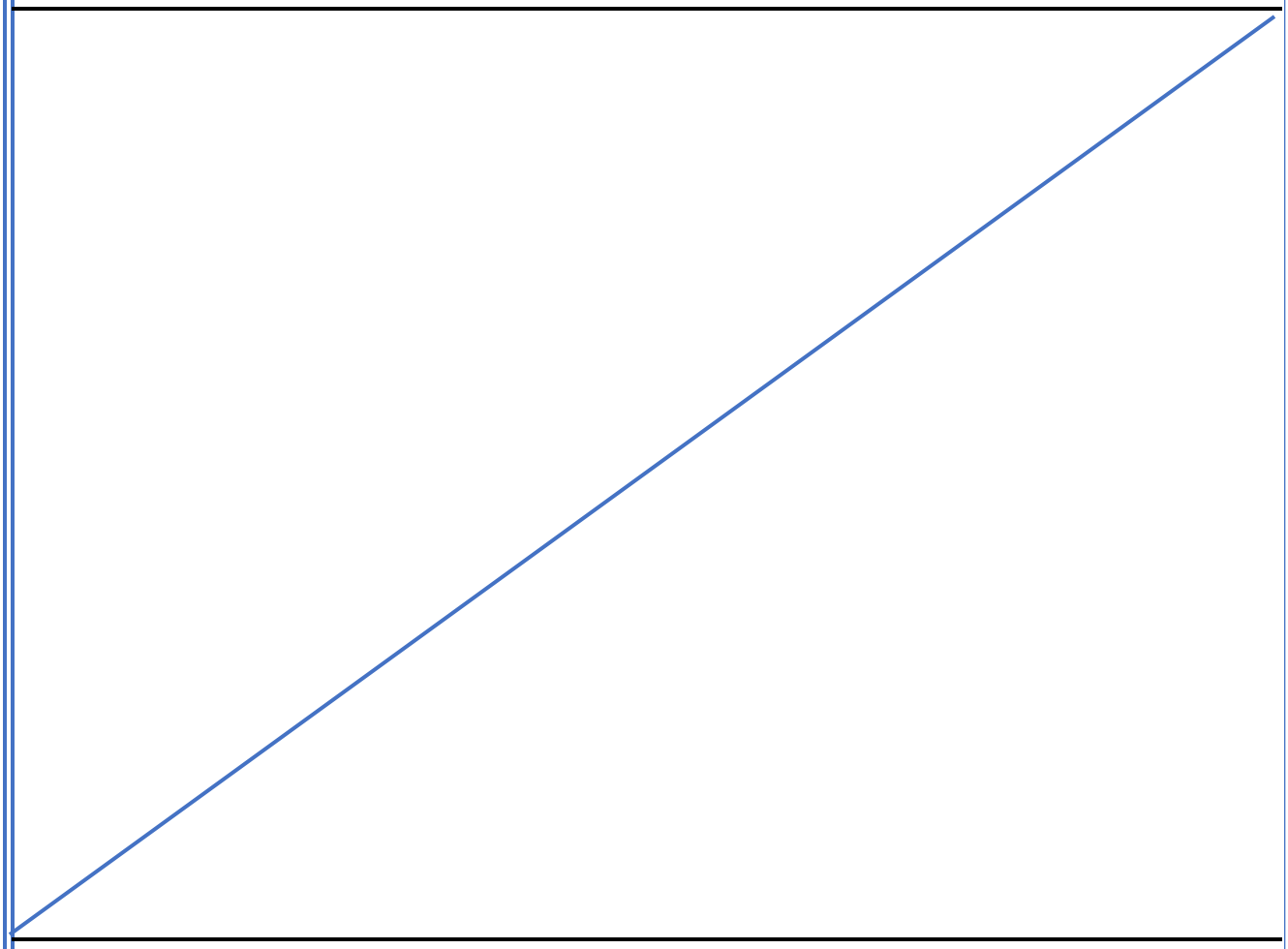
**DIVISION OF RIGHT OF WAY**

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

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

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

The real property or interests in real property, which the Department of Transportation is by this resolution authorized to acquire, is situated in the County of Nevada, State of California, Highway 03-Nev-174 and described as follows:



**PARCEL 036720-1:**

For highway purposes, that portion of Parcel 1 as shown on that certain Parcel Map "PM 81-47" for Reginald D. King, being a portion of Lot 5 of the White Ranch Subdivision situate in the Northeast Quarter of Section 4, T15N, R9E, M.D. B. & M., filed in the Nevada County Recorder's Office on April 22, 1983 in Book 16 of Parcel Maps, at Page 68, conveyed to Reginald D. King and Betty C. King, Trustees of the Reginald D. King and Betty C. King Family Trust created on December 17, 1992 by Grant Deed recorded March 25, 2003, in Document No. 2003-0014742-00, 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 13°14'56" W 64.50 feet from a found open iron pipe with tag LS 4204, located near the southwesterly corner of said Parcel 1;

(1) Thence leaving said right of way line N 21°03'54" E 203.50 feet;

(2) Thence N 13°31'01" E 87.66 feet;

(3) Thence N 04°41'46" E 79.17 feet to a point of curvature with a tangent curve to the left with a radius of 524.89 feet;

(4) Thence along said curve through a central angle of 22°04'17" 202.19 feet to a point of tangency, said point bears N 83°55'53" W 475.29 feet from a found 3/4" iron pipe tagged L.S. 4204 near the northeasterly corner of said Parcel 1 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 036720-2:**

A temporary easement for construction purposes over that portion of Parcel 1 as shown on that certain Parcel Map "PM 81-47" for Reginald D. King, being a portion of Lot 5 of the White Ranch Subdivision situate in the Northeast Quarter of Section 4, T15N, R9E, M.D. B. & M., filed in the Nevada County Recorder's Office on April 22, 1983 in Book 16 of Parcel Maps, at Page 68, conveyed to Reginald D. King and Betty C. King, Trustees of the Reginald D. King and Betty C. King Family Trust created on December 17, 1992 by Grant Deed recorded March 25, 2003, in Document No. 2003-0014742-00, Official Records of Nevada County, being more particularly described as follows:

**036720-2 CONTINUED:**

**Beginning** at a point on the southerly line of said lands conveyed to Reginald D. King and Betty C. King, said point bears S 86°45'33" E 9.21 feet from a found open iron pipe tagged L.S. 4204 near the southwesterly corner of said Parcel 1;

(1) Thence leaving said southerly line N 21°03'54" E 136.78 feet;

(2) Thence N 13°31'01" E 87.66 feet;

(3) Thence N 04°41'46" E 79.17 feet to a point of curvature with a tangent curve to the left with a radius of 524.89 feet;

(4) Thence along said curve through a central angle of 16°07'59" 147.79 feet to a point on the northerly line of said Parcel 1, said point bears S 89°41'52" W 459.11 feet from a found 3/4" iron pipe tagged L.S. 4204 near the northeasterly corner of said Parcel 1;

(5) Thence along said northerly line N 89° 41' 52" E 43.58 feet to a point thereon;

(6) Thence leaving said northerly line S 84° 58' 47" E 33.54 feet;

(7) Thence S 00° 04' 26" E 33.03 feet;

(8) Thence S 76° 47' 18" W 16.58 feet;

(9) Thence S 81° 09' 53" W 25.35 feet to a point of curvature with a tangent curve to the left with a radius of 20.00 feet;

(10) Thence along said curve through a central angle of 85°23'32" 29.81 feet to a point of tangency;

(11) Thence S 03° 37' 53" E 11.13 feet;

(12) Thence S 00° 58' 58" E 38.33 feet;

(13) Thence S 02° 52' 55" W 33.83 feet;

(14) Thence S 04° 41' 46" W 79.96 feet;

(15) Thence S 13° 31' 01" W 89.07 feet;

(16) Thence S 21° 20' 59" W 133.79 feet to a point on said southerly line;

(17) Thence along said southerly line S 89° 44' 31" W 10.02 feet to the **Point of Beginning**.

**036720-2 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.

**036720-3:**

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 effect the purpose of the easement, that portion of Parcel 1 as shown on that certain Parcel Map "PM 81-47" for Reginald D. King, being a portion of Lot 5 of the White Ranch Subdivision situate in the Northeast Quarter of Section 4, T15N, R9E, M.D. B. & M., filed in the Nevada County Recorder's Office on April 22, 1983 in Book 16 of Parcel Maps, at Page 68, conveyed to Reginald D. King and Betty C. King, Trustees of the Reginald D. King and Betty C. King Family Trust created on December 17, 1992 by Grant Deed recorded March 25, 2003, in Document No. 2003-0014742-00, Official Records of Nevada County, being more particularly described as follows:

**Beginning** at a point on the northerly line of said lands conveyed to Reginald D. King and Betty C. King, said point bears S 89°41'52" W 459.11 feet from a found 3/4" iron pipe tagged L.S. 4204 near the northeasterly corner of said Parcel 1;

(1) Thence along said northerly line N 89° 41' 52" E 9.29 feet to a point thereon;

(2) Thence leaving said northerly line S 11° 26' 12" E 12.91 feet;

(3) Thence N 78° 47' 33" W 10.00 feet to a point of curvature with a non-tangent curve to the left with a radius of 524.89 feet to which point a radial line bears N 79° 44' 55" E;

(4) Thence along said curve through a central angle of 01°11'08", an arc distance of 10.86 feet to a point on said northerly line, being 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.

**PARCEL 036720-4:**

An easement for utility purposes for the right from time to time to construct, reconstruct, install, inspect, maintain, replace, remove, and use facilities of the type hereinafter specified, together with a right of way therefore, within a strip or parcel of land or along a route as hereinafter set forth, and also ingress thereto and egress therefrom, over and

**036720-4 CONTINUED:**

across that portion of Parcel 1 as shown on that certain Parcel Map “PM 81-47” for Reginald D. King, being a portion of Lot 5 of the White Ranch Subdivision situate in the Northeast Quarter of Section 4, T15N, R9E, M.D. B. & M., filed in the Nevada County Recorder’s Office on April 22, 1983 in Book 16 of Parcel Maps, at Page 68, conveyed to Reginald D. King and Betty C. King, Trustees of the Reginald D. King and Betty C. King Family Trust created on December 17, 1992 by Grant Deed recorded March 25, 2003, in Document No. 2003-0014742-00, Official Records of Nevada County, being more particularly described as follows:

**Beginning** at a point on the northerly line of said Parcel 1, said point bears S 89°41'52" W 459.11 feet from a found 3/4” iron pipe tagged L.S. 4204 near the northeasterly corner of said Parcel 1;

(1) Thence along said northerly line N 89° 41' 52" E 20.37 feet to a point thereon, said point being the point of curvature of a non-tangent curve to the right with a radius of 544.89 feet to which point a radial line bears N 78° 58' 37" E;

(2) Thence leaving said northerly line along said curve through a central angle of 15°43'09", an arc distance of 149.49 feet;

(3) Thence S 04° 41' 46" W 80.73 feet;

(4) Thence S 13° 31' 01" W 90.46 feet;

(5) Thence S 17° 32' 26" W 126.78 feet to a point on the southerly line of said Parcel 1;

(6) Thence leaving said southerly line N 67° 39' 54" W 27.80 feet;

(7) Thence N 21° 03' 54" E 124.56 feet;

(8) Thence N 13° 31' 01" E 87.66 feet;

(9) Thence N 04° 41' 46" E 79.17 feet to the point of curvature of tangent curve to the leftt with a radius of 524.89 feet;

(10) Thence along said curve through a central angle of 16°07'59", an arc distance of 147.79 feet to a point on said northerly line, being 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-21737

CALIFORNIA TRANSPORTATION COMMISSION
RESOLUTION OF NECESSITY
TO ACQUIRE CERTAIN REAL PROPERTY
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
HIGHWAY 03-Nev-174-PM 4.08 PARCEL 36722-1, 2, 3
OWNERS: Rachel Corona, a single woman, as to an undivided 50% interest and Mark E. Carroll as Trustee of the Mark E. Carroll Revocable Living Trust Dated May 24, 2006, as to an undivided 50% 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 1240.320 in that a portion of the property is being acquired for conveyance to Pacific Gas and Electric Company and American Telephone and Telegraph for utility purposes; 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;

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**

**Attorney, Department of Transportation**

**APPROVAL RECOMMENDED**

**DIVISION OF RIGHT OF WAY**

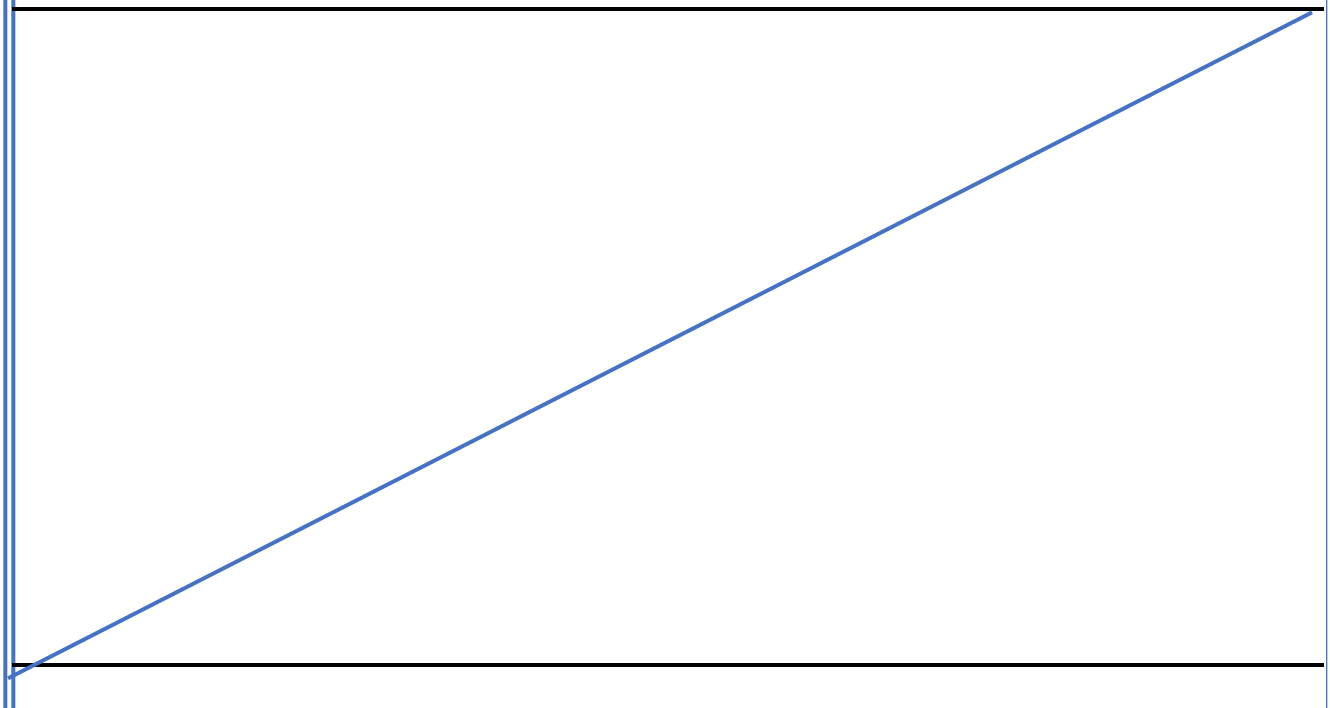
The property sought to be acquired and described by this resolution is necessary for the public project;

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;

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

The real property or interests in real property, which the Department of Transportation is by this resolution authorized to acquire, is situated in the County of Nevada, State of California, Highway 03-Nev-174 and described as follows:



**036722-1:**

Being a portion of Lot 5, as shown on the plat entitled “Subdivision of the White Ranch” filed July 20,1914 in the Nevada County Recorder’s Office, in Book 1 of Maps, at Page 28, as lands conveyed by Grant Deed recorded March 15, 2017, in Document No. 20170005910 Official Records of Nevada County to Rachel Corona and Mark E. Carroll, as Trustee of the Mark E. Carroll Revocable Living Trust dated May 24, 2006, lying southwesterly of the following described line:

**Beginning** at a point on the southerly line of said Lot 5, said point bears N 4°32’04" E 181.73 feet from a found iron pipe tagged L.S.3215 near the southeast corner of Parcel 2 as shown on Parcel Map PM 98-06, recorded July 31, 1998 in the Nevada County Recorder’s Office in Book 18 of Parcel Maps, at Page 375;

(1) Thence leaving said southerly line N 16° 59' 56" W 45.95 feet;

(2) Thence N 15° 37' 33" W 76.47 feet;

(3) Thence N 15° 06' 40" W 69.43 feet;

(4) Thence N 16° 17' 10" W 54.11 feet;

(5) Thence N 15° 37' 33" W 25.48 feet to a point on the northerly line of said lands of Corona and Carroll, said point bears S 82° 11' 52 " W 779.00 feet from a found 1/2” steel rod at an angle point in said northerly line and being the easterly terminus of that certain course in said Grant Deed: “thence North 82° 44' 50” East 830.09 feet along the centerline of a private road and beyond to a 1/2” steel rod" 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 036722-2:**

A temporary easement for construction purposes over that portion of Lot 4, as shown on the plat entitled “Subdivision of the White Ranch” filed July 20,1914 in the Nevada County Recorder’s Office, in Book 1 of Maps, at Page 28, as lands conveyed by Grant Deed recorded March 15, 2017, in Document No. 20170005910 Official Records of Nevada County to Rachel Corona and Mark E. Carroll, as Trustee of the Mark E. Carroll Revocable Living Trust dated May 24, 2006, being more particularly described as follows:

## 036722-2 CONTINUED:

**Beginning** at a point on the southerly line of said Lot 4, said point bears N 4°32’04" E 181.73 feet from a found iron pipe tagged L.S.3215 near the southeast corner of Parcel 2 as shown on Parcel Map PM 98-06, recorded July 31, 1998 in the Nevada County Recorder’s Office in Book 18 of Parcel Maps, at Page 375;

(1) Thence leaving said southerly line N 16° 59' 56" W 45.95 feet;

(2) Thence N 15° 37' 33" W 76.47 feet;

(3) Thence N 15° 06' 40" W 69.43 feet;

(4) Thence N 16° 17' 10" W 54.11 feet;

(5) Thence N 15° 37' 33" W 25.48 to a point on the northerly line of said lands of Corona and Carroll, said point bears S 82° 11' 52 " W 779.00 feet from a found 1/2” steel rod at an angle point in said northerly line and being the easterly terminus of that certain course in said Grant Deed, “thence North 82° 44' 50 East 830.09 feet along the centerline of a private road and beyond to a 1/2” steel rod";

(6) Thence along said northerly line N 82° 11' 52" E 51.19 feet to a point thereon;

(7) Thence S 09° 40' 21" E 18.54 feet;

(8) Thence S 73° 53' 10" W 27.82 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 10° 44' 28" W;

(9) Thence along said curve through a central angle of 95°32'42", an arc distance of 16.68 feet;

(10) Thence S 16° 17' 10" E 43.76 feet;

(11) Thence S 15° 06' 45" E 69.54 feet;

(12) Thence S 15° 37' 33" E 76.47 feet;

(13) Thence S 17° 00' 25" E 25.57 feet to the point of curvature of a non-tangent curve to the left having a radius of 15.00 feet to which point a radial line bears S 72° 59' 58" W;

(14) Thence along said curve through a central angle of 61°24'31", an arc distance of 16.08 feet;

(15) Thence S 78° 24' 33" E 26.98 feet;

**036722-2 CONTINUED:**

(16) Thence S 00° 29' 46" E 6.30 feet to a point on the southerly line of said Lot 4;

(17) Thence along said southerly line S 89° 47' 33" W 41.49 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.

**036722-3:**

An easement for utility purposes for the right from time to time to construct, reconstruct, install, inspect, maintain, replace, remove, and use facilities of the type hereinafter specified, together with a right of way therefore, within a strip or parcel of land or along a route as hereinafter set forth, and also ingress thereto and egress therefrom, over and across that portion of Lot 4, as shown on the plat entitled “Subdivision of the White Ranch” filed July 20,1914 in the Nevada County Recorder’s Office, in Book 1 of Maps, at Page 28, as lands conveyed by Grant Deed recorded March 15, 2017, in Document No. 20170005910 Official Records of Nevada County to Rachel Corona and Mark E. Carroll, as Trustee of the Mark E. Carroll Revocable Living Trust dated May 24, 2006, being more particularly described as follows:

**Beginning** at a point on the southerly line of said Lot 4, said point bears N 4°32’04" E 181.73 feet from a found iron pipe tagged L.S.3215 near the southeast corner of Parcel 2 as shown on Parcel Map PM 98-06, recorded July 31, 1998 in the Nevada County Recorder’s Office in Book 18 of Parcel Maps, at Page 375;

(1) Thence leaving said southerly line N 16° 59' 56" W 45.95 feet;

(2) Thence N 15° 37' 33" W 76.47 feet;

(3) Thence N 15° 06' 40" W 69.43 feet;

(4) Thence N 16° 17' 10" W 54.11 feet;

(5) Thence N 15° 37' 33" W 25.48 to a point on the northerly line of said lands of Corona and Carroll, said point bears S 82° 11' 52 " W 779.00 feet from a found 1/2” steel rod at an angle point in said northerly line and being the easterly terminus of that certain course in said Grant Deed, “thence North 82° 44' 50 East 830.09 feet along the centerline of a private road and beyond to a 1/2” steel rod";

**036722-3 CONTINUED:**

(6) Thence along said northerly line N 82° 11' 52" E 27.53 feet to a point thereon;

(7) Thence leaving said northerly line S 09° 38' 21" E 21.80 feet;

(8) Thence S 13° 20' 04" E 125.09 feet;

(9) Thence S 15° 37' 33" E 74.83 feet;

(10) Thence S 16° 59' 56" E 51.71 feet to a point on the southerly line of said Lot 4;

(11) Thence along said southerly line S 89° 42' 02" W 20.88 feet to a point thereon, being 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-21738

CALIFORNIA TRANSPORTATION COMMISSION
RESOLUTION OF NECESSITY
TO ACQUIRE CERTAIN REAL PROPERTY
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
HIGHWAY 03-Nev-174-PM 4.24 PARCEL 36723-1, 2, 3, 4
OWNER: Mary E. Johnson, as Trustee of the Mary E. Johnson Revocable Trust Dated January 30, 2014 and Donald T. Sawyer and Linda L. Sawyer, as Trustee of the Donald and Linda Sawyer Family Trust UTD October 31, 2013, as Tenants in Common

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

The hereinafter described real property is necessary for State Highway purposes and is to be acquired by eminent domain pursuant to Streets and Highways Code Section 102; and Code of Civil Procedure Section 1240.320 in that a portion of the property is being acquired for conveyance to Pacific Gas and Electric Company and American Telephone and Telegraph for utility purposes; and Code of Civil Procedure Section 1240.610 in that the property is required for a more necessary public use;

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

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

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

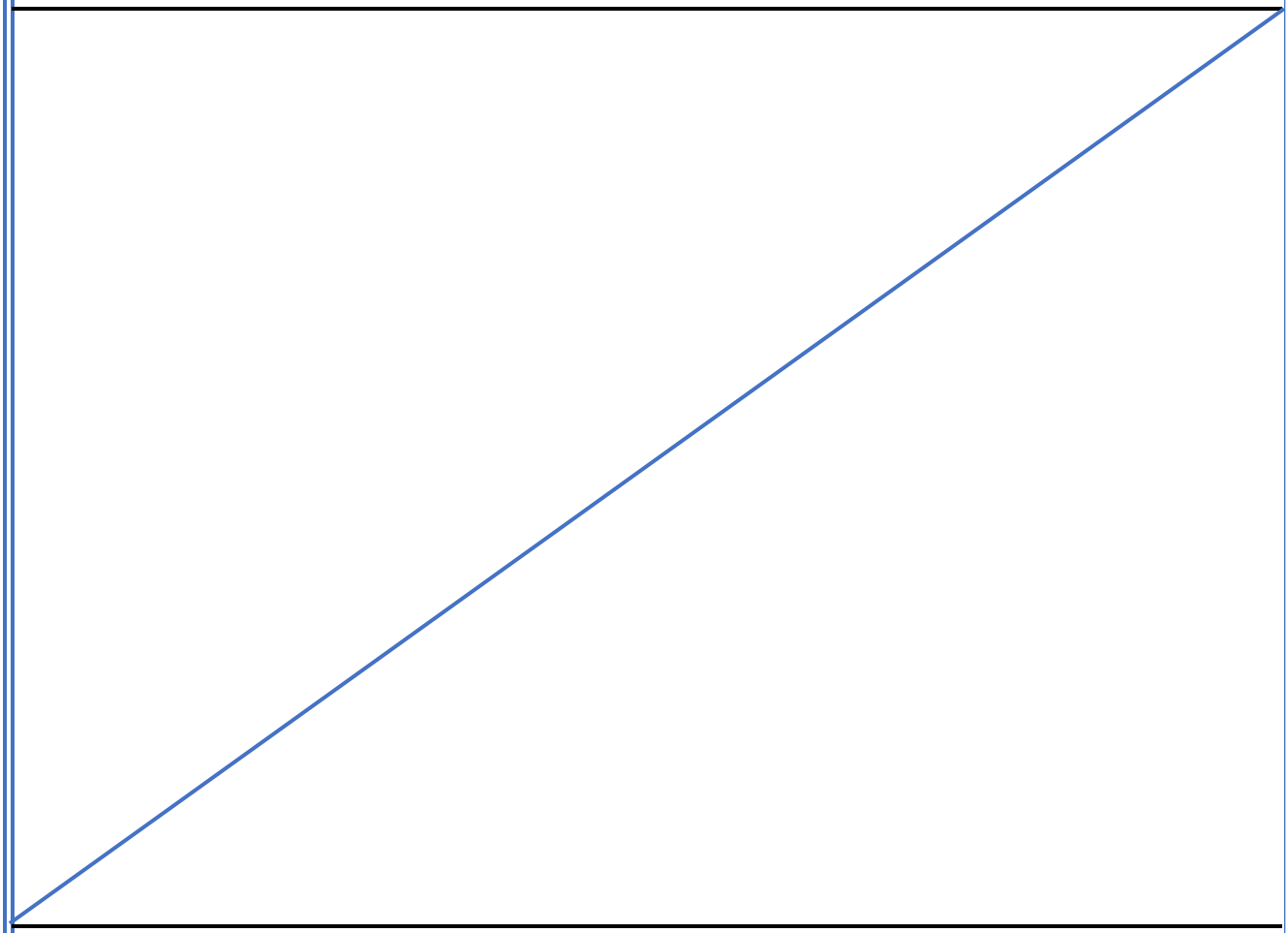
| **APPROVED AS TO FORM AND PROCEDURE** | **APPROVAL RECOMMENDED** |
|---|---|
| **Attorney, Department of Transportation** | **DIVISION OF RIGHT OF WAY** |

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;

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

The real property or interests in real property, which the Department of Transportation is by this resolution authorized to acquire, is situated in the County of Nevada, State of California, Highway 03-Nev-174 and described as follows:



**036723-1:**

For highway purposes, that portion of Lots 3 and 4 as shown on that certain plat entitled “Subdivision of The White Ranch” filed in the Nevada County Recorder’s Office on July 20, 1914 in Book 1 of Subdivisions, at Page 28, situate in the Northeast Quarter of Section 4, T15N, R9E, M.D. B. & M., conveyed to Mary E. Johnson, as Trustee of the Mary E. Johnson Revocable Trust dated January 30, 2014 and Donald T. Sawyer and Linda L. Sawyer, as Trustees of the Donald and Linda Sawyer Family Trust utd October 31, 2013, as Tenants in Common by Grant Deed recorded October 22, 2014, in Document No. 20140020426, Official Records of Nevada County, lying southwesterly of the following described line:

**Beginning** at a point on the southerly line of said lands conveyed to Mary E. Johnson, said point bears S 82° 11' 52 " W 779.00 feet from a found 1/2” steel rod at an angle point in said southerly line and being the easterly terminus of that certain course in said Grant Deed’s exception parcel: “thence North 82° 44' 50” East 830.09 feet along the centerline of a private road and beyond to a 1/2” steel rod";

(1) Thence leaving the southerly line N 15°37'33" W 316.92 feet;

(2) Thence N 15°01'32" W 231.80 feet;

(3) Thence N 17°15'26" W 120.41 feet to a point on said northeasterly right of way line;

(4) Thence along said right of way line N 13°01'01" W 31.05 feet to its point of intersection with the northerly line of said lands of Johnson, said point bears N 89°32'35" W 7.49 feet from a found 5/8” rebar tagged L.S. 4415, near the Southwest corner of Parcel No. 1, as shown on as shown on that certain plat: Parcel Map No. 90-23 recorded December 20, 1990 in Book 18 of Parcel Maps, at Page 75 in the Nevada County Recorder’s Office 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 036723-2:**

A temporary easement for construction purposes over that portion of Lots 3 and 4 as shown on 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 Northeast Quarter of Section 4, T15N, R9E, M.D. B. & M. conveyed to Mary E. Johnson, as Trustee of the Mary E. Johnson Revocable Trust dated January 30, 2014 and Donald T. Sawyer and Linda L. Sawyer, as Trustees of the Donald and

**036723-2 CONTINUED:**

Linda Sawyer Family Trust utd October 31, 2013, as Tenants in Common by Grant Deed recorded October 22, 2014, in Document No. 20140020426, Official Records of Nevada County, being more particularly described as follows:

**Beginning** at a point on the southerly line of said lands conveyed to Mary E. Johnson, said point bears S 82° 11' 52 " W 779.00 feet from a found 1/2" steel rod at an angle point in said southerly line and being the easterly terminus of that certain course in said Grant Deed's exception parcel: "thence North 82° 44' 50" East 830.09 feet along the centerline of a private road and beyond to a 1/2" steel rod";

(1) Thence leaving the southerly line N 15°37'33" W 316.92 feet;

(2) Thence N 15°01'32" W 231.80 feet;

(3) Thence N 17°15'26" W 120.41 feet to a point on said northeasterly right of way line;

(4) Thence along said right of way line N 13°01'01" W 31.05 feet to its point of intersection with the northerly line of said lands of Johnson, said point bears N 89°32'35" W 7.49 feet from a found 5/8" rebar tagged L.S. 4415, near the Southwest corner of Parcel No. 1, as shown on as shown on that certain plat: Parcel Map No. 90-23 recorded December 20, 1990 in Book 18 of Parcel Maps, at Page 75 in the Nevada County Recorder's Office;

(5) Thence continuing along said right of way line and along the northerly line of said lands of Johnson, N 89°34'13" E 7.41 feet to a point thereon;

(6) Thence leaving said right of way line, continuing along said northerly line N 89°34'13" E 2.84 feet;

(7) Thence leaving said northerly line S 13° 01' 01" E 28.44 feet;

(8) Thence S 16° 42' 42" E 159.12 feet;

(9) Thence N 74° 58' 28" E 14.98 feet;

(10) Thence S 15° 37' 33" E 485.04 feet;

(11) Thence N 89° 10' 35" E 8.98 feet;

(12) Thence S 58° 06' 21" E 24.05 feet;

(13) Thence S 09° 40' 21" E 11.70 feet to a point on the southerly line of said lands of Johnson;

**036723-2 CONTINUED:**

(14) Thence along said southerly line S 82° 11' 52" W 51.19 feet to a point thereon, being 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.

**036723-3:**

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 effect the purpose of the easement, that portion of Lots 3 and 4 as shown on 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 Northeast Quarter of Section 4, T15N, R9E, M.D. B. & M. being a portion of the lands conveyed to Mary E. Johnson, as Trustee of the Mary E. Johnson Revocable Trust dated January 30, 2014 and Donald T. Sawyer and Linda L. Sawyer, as Trustees of the Donald and Linda Sawyer Family Trust utd October 31, 2013, as Tenants in Common by Grant Deed recorded October 22, 2014, in Document No. 20140020426, Official Records of Nevada County, being more particularly described as follows:

**Commencing** at a point on the southerly line of said lands conveyed to Mary E. Johnson, said point bears S 82° 11' 52 " W 779.00 feet from a found 1/2” steel rod at an angle point in said southerly line and being the easterly terminus of that certain course in said Grant Deed’s exception parcel: “thence North 82° 44' 50” East 830.09 feet along the centerline of a private road and beyond to a 1/2” steel rod";

(1) Thence leaving said southerly line N 15°37'33" W 21.50 feet to the **Point of Beginning**;

(2) Thence N 15°37'33" W 10.34 feet;

(3) Thence N 89°10'35" E 36.91 feet;

(4) Thence S 00°49'25" E 10.00 feet;

(5) Thence S 89°10'35" W 34.26 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.

**036723-4:**

An easement for utility purposes for the right from time to time to construct, reconstruct, install, inspect, maintain, replace, remove, and use facilities of the type hereinafter specified, together with a right of way therefore, within a strip or parcel of land or along a route as hereinafter set forth, and also ingress thereto and egress therefrom, over and across that portion of Lots 3 and 4 as shown on that certain plat entitled “Subdivision of The White Ranch” filed in the Nevada County Recorder’s Office on July 20, 1914 in Book 1 of Subdivisions, at Page 28, situate in the Northeast Quarter of Section 4, T15N, R9E, M.D. B. & M., conveyed to Mary E. Johnson, as Trustee of the Mary E. Johnson Revocable Trust dated January 30, 2014 and Donald T. Sawyer and Linda L. Sawyer, as Trustees of the Donald and Linda Sawyer Family Trust utd October 31, 2013, as Tenants in Common by Grant Deed recorded October 22, 2014, in Document No. 20140020426, Official Records of Nevada County, being more particularly described as follows:

**Beginning** at a point on the southerly line of said lands conveyed to Mary E. Johnson, said point bears S 82° 11' 52 " W 779.00 feet from a found 1/2” steel rod at an angle point in said southerly line and being the easterly terminus of that certain course in said Grant Deed’s exception parcel: “thence North 82° 44' 50” East 830.09 feet along the centerline of a private road and beyond to a 1/2” steel rod";

(1) Thence leaving the southerly line N 15°37'33" W 249.73 feet;

(2) Thence N 74° 22' 27" E 38.00 feet;

(3) Thence S 15° 37' 33" E 151.20 feet;

(4) Thence S 09° 38' 21" E 102.84 feet to a point on said southerly line;

(5) Thence along said southerly line S 82° 11' 52" W 27.53 feet to a point thereon, being 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-21739

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 37196-1, 2
OWNER: Hust Brothers Inc., a California Corporation

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

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

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

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

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

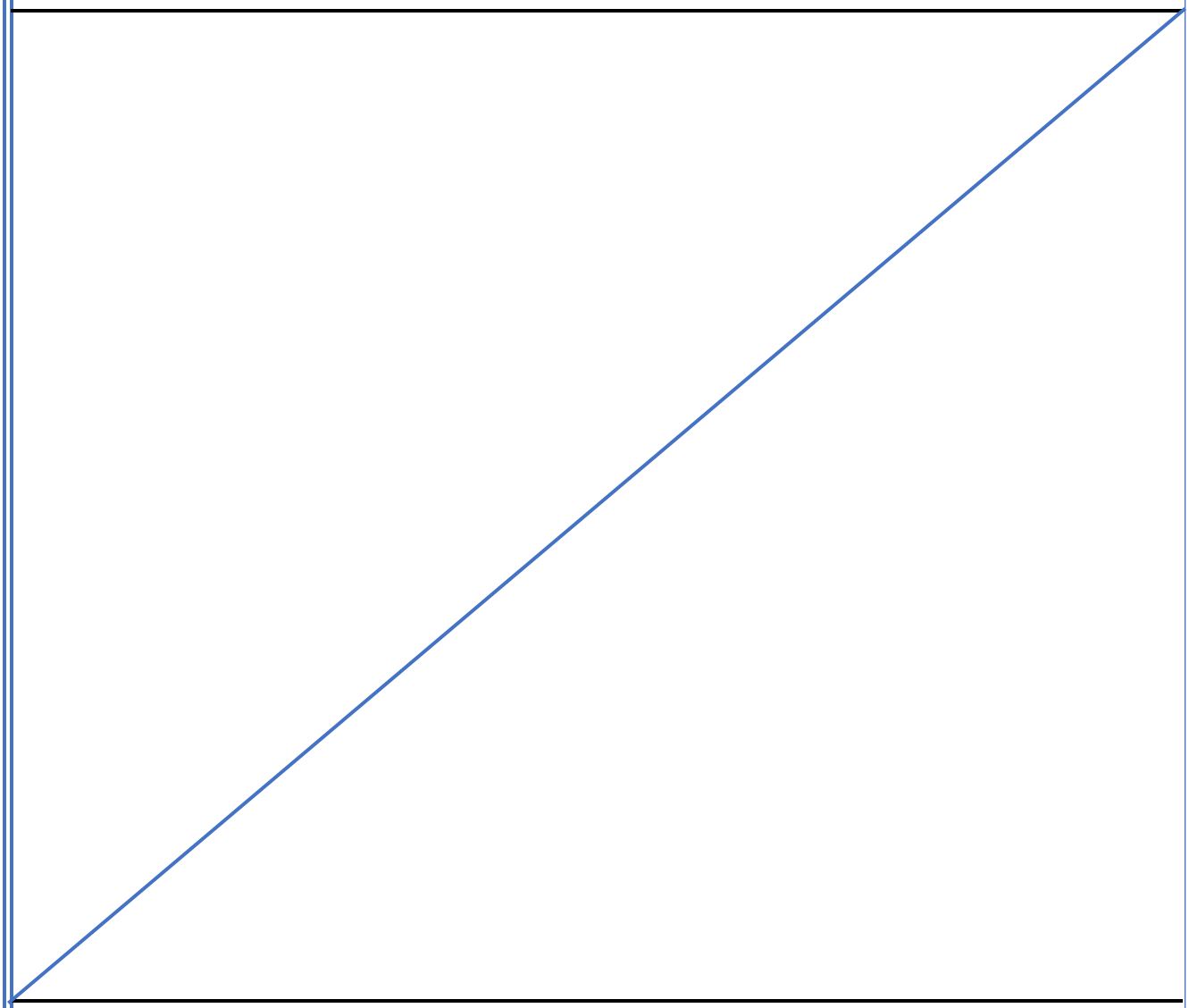
The offer required by Section 7267.2 of the Government Code has been made to the owner or owners of record; and be it further

| **APPROVED AS TO FORM AND PROCEDURE** | **APPROVAL RECOMMENDED** |
|---|---|
| **Attorney, Department of Transportation** | **DIVISION OF RIGHT OF WAY** |

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

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

The real property or interests in real property, which the Department of Transportation is by this resolution authorized to acquire, is situated in the County of Sutter, State of California, Highway 03-Sut-99 and described as follows:



**PARCEL 37196-1:**

A temporary easement for construction purposes and incidents thereto in and to that portion of that certain real property situated 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 conveyed to Hust Brothers, Inc., a California Corporation, in that certain Grant Deed recorded December 23, 1996 as Document No. 1996-18898, Official Records of said County described as follows:

**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 said North line of Section 5 and said center line of Pennington Road, South 89°18'38" West 208.72 feet to a point thereon;

Thence leaving said North line South 00°41'22" East, 30.00 feet to a point on the southerly line of Pennington Road and **POINT OF BEGINNING**;

Thence from said **POINT OF BEGINNING** and leaving said southerly right-of-way line South 0°02'44" East, 11.82 feet;

Thence South 87°28'36" West, 43.63 feet;

Thence South 76°33'07" West, 48.73 feet;

Thence South 09°00'39" East, 60.95 feet;

Thence North 81°21'25" East, 10.35 feet;

Thence South 09°21'01" East, 45.61 feet;

Thence South 81°15'26" West, 11.09 feet;

Thence South 10°17'05" East, 21.91 feet to the southerly of said parcel;

Thence along the southerly line of said parcel South 88°55'33" West, 5.13 feet to a point on the easterly right-of-way line of State Highway 99 (Live Oak Boulevard) and the beginning of a non-tangent curve concave easterly, said curve has a radius of 2,949.72 feet, to which point a radial line bears South 79°44'54" West;

Thence northerly along said curve through a central angle of 2°32'31" an arc distance of 130.87 feet;

Thence leaving said easterly right-of-way line North 83°30'35" East, 2.82 feet;

Thence North 6°29'25" West, 1.22 feet;

Thence North 70°20'05" East, 17.14 feet;

Thence North 6°23'53" West, 14.65 feet to a point on the southerly right-of-way line of Pennington Road;

Thence along said southerly right-of-way line North 89°18’38” East, 79.23 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:**

An 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 5, Township 16 North, Range 3 East, M.D.M, as conveyed to Hust Brothers, Inc., a California Corporation, in that certain Grant Deed recorded December 23, 1996 as Document No. 1996-18898, Official Records of said County and lying northwesterly 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 South 06°23'53" East 31.13 feet to the **Point of Beginning**;

Thence from said **Point of Beginning** and leaving said easterly right of way line South 06°23'53" East 13.67 feet;

Thence South 70°20'05 West 17.14 feet;

Thence South 06°29'25" East 1.22 feet;

Thence South 83°30'35" West 2.82 feet to a point the easterly right of way line of State Highway 99 (Live Oak Boulevard) as described in that certain Grant Deed from Amrel F. Siler and Ila M. Siler to the State of California dated December 7, 1944 and recorded January 16, 1945 in Vol. 210, Page 241, 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

**TRANSPORTATION COMMISSION**
**RESOLUTION NO.**

# C-21740

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 37204-1
OWNER: Karmdeep S. Bains and Harpreet B. Bains, Trustees of the Karmdeep S. Bains and Harpreet B. Bains Revocable Living Trust established December 17, 2018 as to an undivided 1/2 interest, and One World Ranches, LLC, a California Limited Liability Company as to an undivided 1/2 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; and Code of Civil Procedure Section 1240.610 in that the property is required for a more necessary public use;

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

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

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

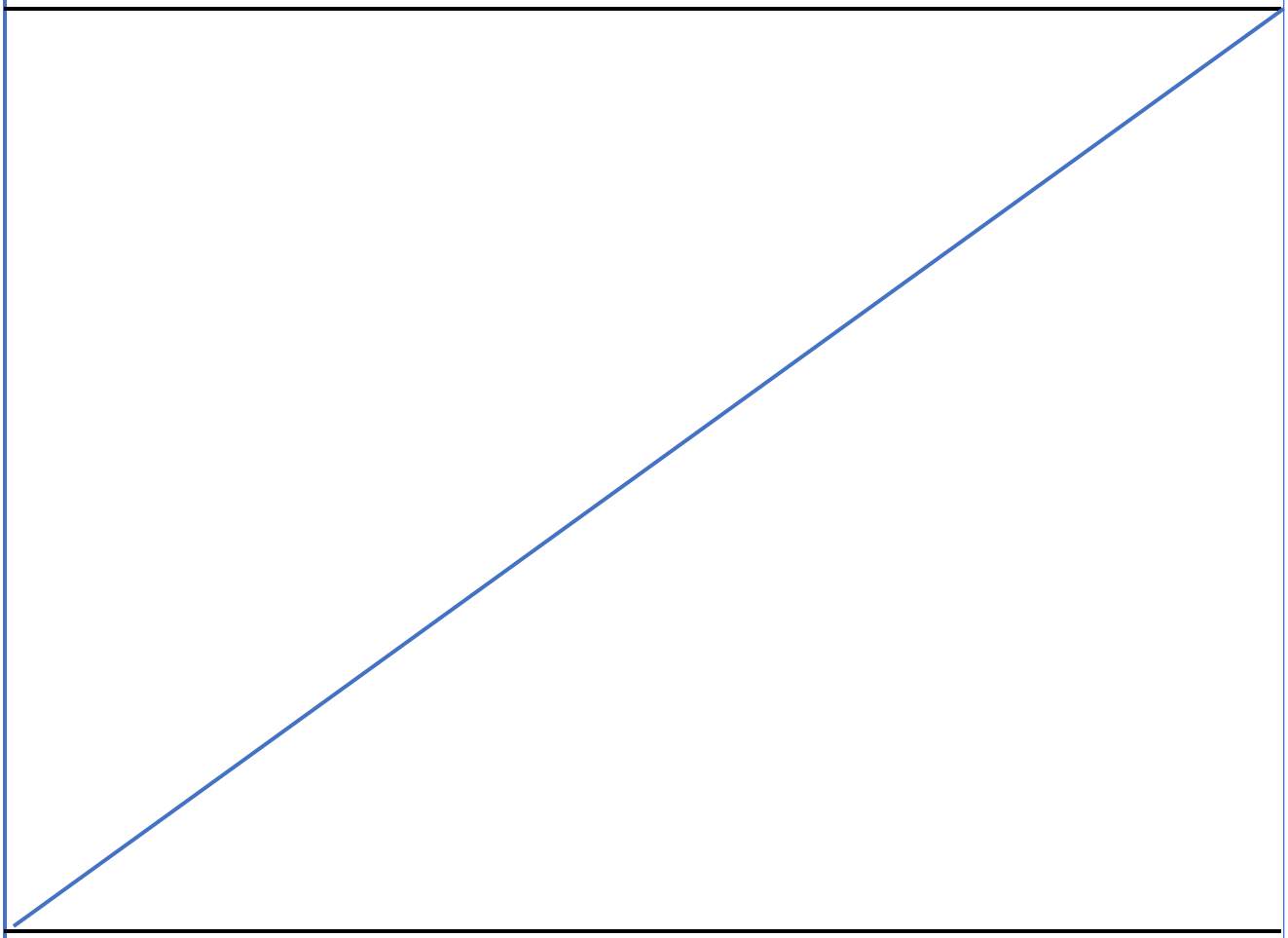
| **APPROVED AS TO FORM AND PROCEDURE** | **APPROVAL RECOMMENDED** |
|---|---|
| **Attorney, Department of Transportation** | **DIVISION OF RIGHT OF WAY** |

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;

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

The real property or interests in real property, which the Department of Transportation is by this resolution authorized to acquire, is situated in the County of Sutter, State of California, Highway 03-SUTTER-99 and described as follows:



**PARCEL 37204-1:**

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 Karmdeep S. Bains and Harpreet B. Bains, Trustees of the Karmdeep S. Bains and Harpreet B. Bains Revocable Living Trust in that certain Trust Transfer Deed recorded January 2, 2019 as Document No. 2019-0000003, 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 northerly 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, 415.09 feet to a point thereon, said point being on the northerly right-of-way line of Juniper Street (60 feet wide); THENCE leaving said westerly right-of-way line, along the northerly right-of-way line of Juniper Street South 89°06'02" West, 5.00 feet to the **POINT OF BEGINNING**; THENCE from said **POINT OF BEGINNING** North 00°09'15" West, 150.00 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-21741

CALIFORNIA TRANSPORTATION COMMISSION
RESOLUTION OF NECESSITY
TO ACQUIRE CERTAIN REAL PROPERTY
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
HIGHWAY 06-Ker-204-PM 3.35 PARCEL 88033-1, 2, 3
OWNER: Rudnick Family Investments, LLC, SOS Suspended

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 1240.330 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;

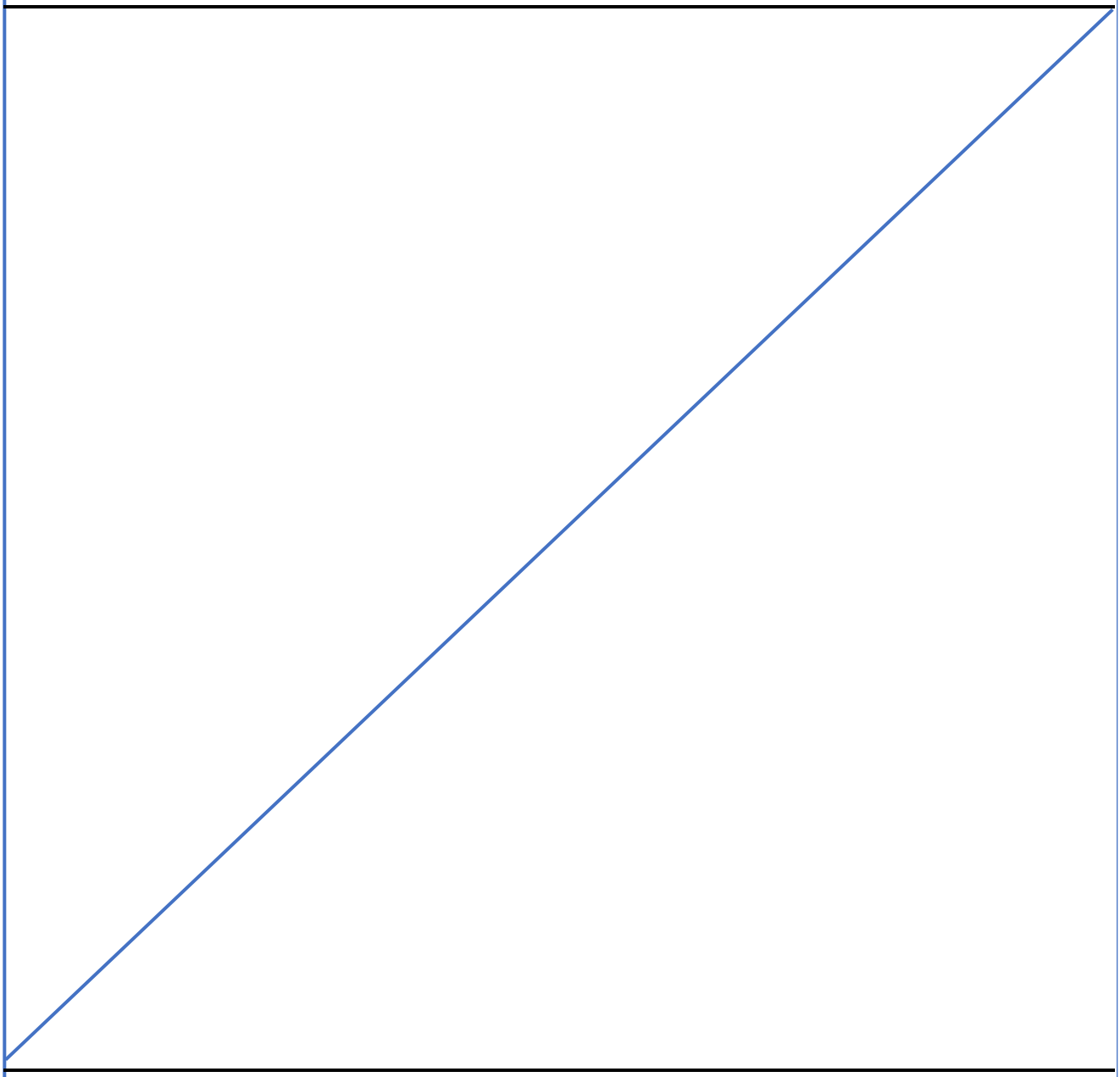
The offer required by Section 7267.2 of the Government Code has been made to the owner or owners of record; and be it further

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

| **APPROVED AS TO FORM AND PROCEDURE** | **APPROVAL RECOMMENDED** |
| --- | --- |
| **Attorney, Department of Transportation** | **DIVISION OF RIGHT OF WAY** |

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

The real property or interests in real property, which the Department of Transportation is by this resolution authorized to acquire, is situated in the County of , State of California, Highway 06-Ker-204 and described as follows:



Parcel 88033-3

A temporary easement for construction purposes, that portion of Lot 16 of Block 10 of the Map of the First Subdivision of the Kruse Tract filed August 3, 1911, in Book 2 of Maps, Page 30, Kern County Records, being more particularly described as follows:

COMMENCING at a point on the east Line of Section 30, Township 29 South, Range 28 East, Mount Diablo Meridian, lying North 0°47'14" East a distance of 1470.02 feet from the Southeast Corner of said Section 30; Thence (1) North 89°12'46" West a distance of 57.75 feet to the east line of said Lot 16; Thence (2) North 89°12'46" West a distance of 32.57 feet to the POINT OF BEGINNING; Thence (3) North 0°47'14" East a distance of 10.63 feet; Thence (4) South 81°52'14" West a distance of 20.24 feet; Thence (5) South 0°47'14" West a distance of 20.24 feet to the southerly line of said Lot 16; Thence (6) along said southerly line, North 81°52'14" East a distance of 20.24 feet to the intersection with the southerly prolongation of hereinabove course (3); Thence (7) along said prolongation, North 0°47'14" East a distance of 9.62 feet to the POINT OF BEGINNING.

Rights to the above described temporary easement shall cease and terminate on April 24, 2021. 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 0.99996671 to convert to ground distances.

**TRANSPORTATION COMMISSION**
**RESOLUTION NO.**

# C-21742

CALIFORNIA TRANSPORTATION COMMISSION
RESOLUTION OF NECESSITY
TO ACQUIRE CERTAIN REAL PROPERTY
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
HIGHWAY 06-Ker-223-PM 16.00 PARCEL 87304-1, 2, 3, 4, 5
OWNER: Arnold S. Kirschenmann, Trustee of the Arnold S. Kirschenmann Separate Property Trust dated December 14, 2006

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;

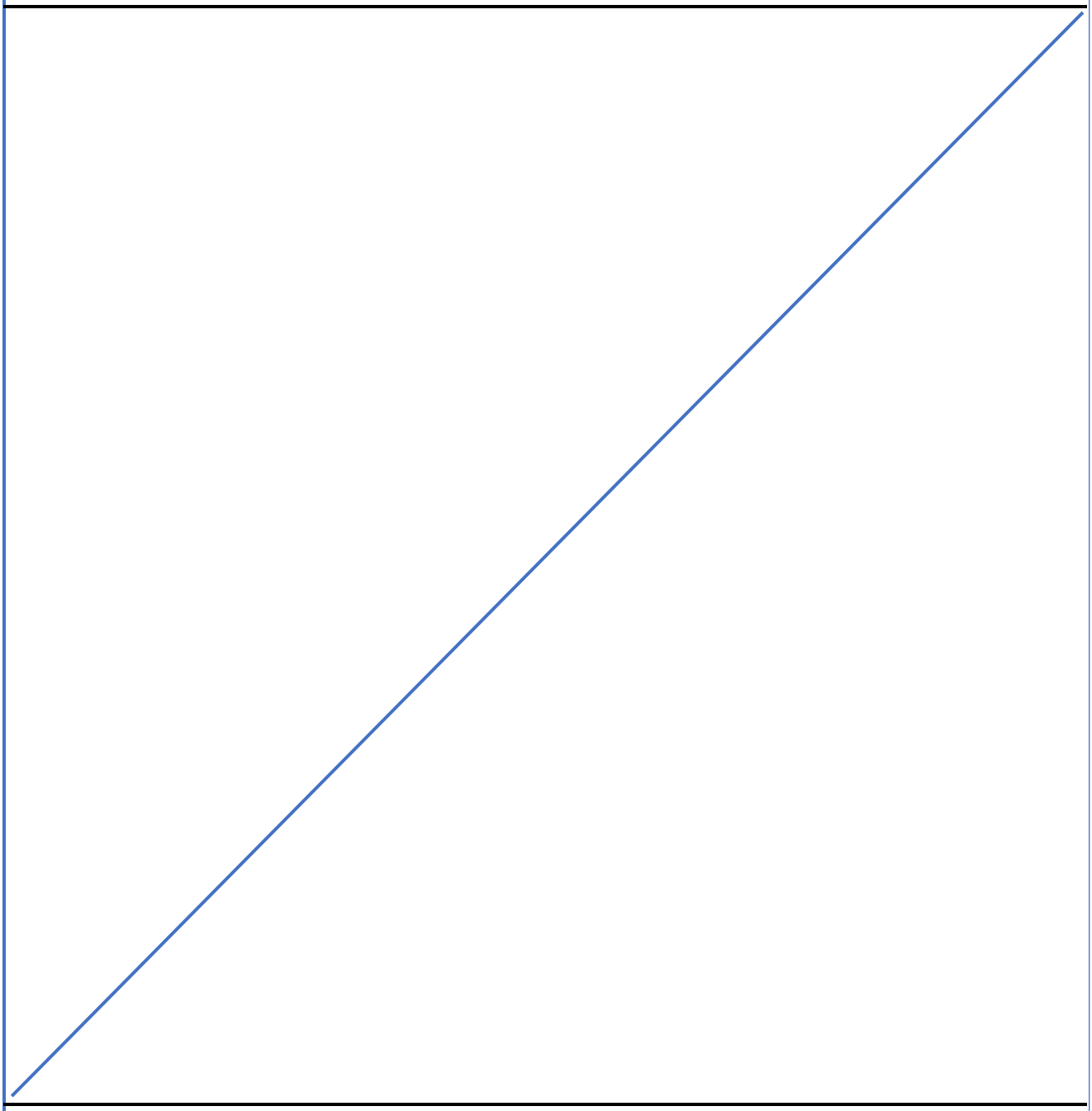
To acquire, in the name of the People of the State of California, in fee simple

**APPROVED AS TO FORM AND PROCEDURE** **APPROVAL RECOMMENDED**

**Attorney, Department of Transportation** **DIVISION OF RIGHT OF WAY**

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

The real property or interests in real property, which the Department of Transportation is by this resolution authorized to acquire, is situated in the County of Kern, State of California, Highway 06-Ker-223 and described as follows:



**Parcel 87304-1,2**

For State highway purposes, that portion of the land described in a Grant deed to Arnold S. Kirschenmann, Trustee, recorded as Document No. 0207121692 on June 8, 2007, Kern County Official Records, described as follows:

BEGINNING at the Southeast Corner of Section 24, Township 31 South, Range 28 East, Mount Diablo Meridian; THENCE (1) along the east line of said Section 24, North 0°39'24" East, 950.50 feet; THENCE (2) North 89°20'36" West, 30.00 feet to a point on the westerly right of way of State Route 184; THENCE (3) continuing, North 89°20'36" West, 19.89 feet to the beginning of a non-tangent curve concave westerly, said curve has a radius of 11,750.58 feet, to which a radial line bears South 89°10'50" East; THENCE (4) southerly along last said curve through a central angle of 3°17'53" an arc distance of 676.40 feet to a point of compound curvature, said curve is concave westerly and has a radius of 150.00 feet; THENCE (5) southerly along last said curve through a central angle of 19°47'35" an arc distance of 51.82 feet to a point of reverse curvature, said curve is concave easterly and has a radius of 246.29 feet; THENCE (6) southerly along last said curve through a central angle of 25°56'38" an arc distance of 111.52 feet to a point of compound curvature, said curve is concave easterly and has a radius of 468.00 feet; THENCE (7) southerly along last said curve through a central angle of 4°36'12" an arc distance of 37.60 feet to a point of reverse curvature, said curve is concave northwesterly and has a radius of 30.00 feet; THENCE (8) southwesterly along last said curve through a central angle of 66°20'20" an arc distance of 34.73 feet to a point of compound curvature, said curve is concave northerly and has

**Parcel 87304-1,2 (CONTINUED)**

a radius of 147.63 feet; THENCE (9) westerly along last said curve through a central angle of 22°27'37" an arc distance of 57.87 feet to a point of non-tangency, to which a radial line bears South 7°50'14" East, said point being on the northerly right of way of State Route 223; THENCE (10) along said northerly right of way North 89°37'13" West, 321.96 feet to the beginning of a non-tangent curve concave southerly and has a radius of 11,850.00 feet, to which a radial line bears North 3°48'08" East; THENCE (11) westerly along said curve through a central angle of 3°26'32" an arc distance of 711.90 feet to a point of non-tangency, to which a radial line bears North 00°21'36" East; THENCE (12) South 0°22'06" West, 21.13 feet to a point on said northerly Right of Way; THENCE (13) continuing South 0°22'06" West, 30.00 feet to a point on the south line of said Section 24; THENCE (14) along said south line of Section 24, South 89°37'13" East, 1,201.39 feet to the POINT OF BEGINNING.

EXCEPTING THEREFROM the following described property:

BEGINNING at the Southeast Corner of Section 24, Township 31 South, Range 28 East, Mount Diablo Meridian; THENCE (1) along the east line of said Section 24, North 00°39'24" East 950.50 feet; THENCE (2) North 89°20'36" West 30.00 feet to a point on the westerly right of way of State Route 184; THENCE, along said right of way of State Route 184 the following described courses (3) through (6): (3)South 00°39'24" West 863.02 feet; THENCE (4) South 43°50'18" West 34.43 feet; THENCE (5) South 54°12'43" West 21.98 feet; THENCE (6) South 74°53'23" West 73.64 feet to a point on the northerly right of way of State Route 223; THENCE (7) along said northerly right of

**Parcel 87304-1,2 (CONTINUED)**

way of State Route 223, North 89°37'13" West 1,059.43 feet; THENCE (8) departing from said northerly right of way of State Route 223, South 00°22'06" West 30.00 feet to the south line of said Section 24; THENCE (9) along said south line of Section 24, South 89°37'13" East, 1,201.39 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 87304-3**

A temporary easement for construction purposes, that portion of the Southeast quarter of Section 24, Township 31 South, Range 28 East, Mount Diablo Meridian, more particularly described as follows:

COMMENCING at the Southeast Corner of Section 24, Township 31 South, Range 28 East, Mount Diablo Meridian; THENCE (1) along the south line of said Section 24, North 89°37'13" West, 1,201.39 feet; THENCE (2) North 0°22'06" East, 30.00 feet to a point on the northerly right of way of State Route 223, said point also being the POINT OF BEGINNING; THENCE (3) continuing, North 0°22'06" East, 21.13 feet; THENCE (4) North 89°37'13" West, 25.00 feet; THENCE (5) South 0°22'47" West, 21.13 feet to a point on said northerly right of way; THENCE (6) along said northerly right of way, South 89°37'13" East, 25.00 feet to the POINT OF BEGINNNING.

Rights to the above described temporary easement shall cease and terminate on November 1, 2022. The rights may also be terminated prior to the above date by STATE upon notice to OWNER.

The bearings and distances used in this description are on the California Coordinate System of 1983, Zone 5. Divide distances by 0.99994174 to convert to ground distances.

**Parcel 87304-4**

A temporary easement for construction purposes, that portion of the land described in a deed to Arnold S. Kirschenmann, Trustee, recorded as Document No. 0207121692 on June 8, 2007, Kern County Official Records, described as follows:

COMMENCING at the Southeast Corner of Section 24, Township 31 South, Range 28 East, Mount Diablo Meridian; THENCE (1) along the east line of said Section 24, North 0°39'24" East, 950.50 feet; THENCE (2) North 89°20'36" West, 30.00 feet to a point on the westerly right of way of State Route 184, said point also being the POINT OF BEGINNING; THENCE (3) continuing, North 89°20'36" West, 19.89 feet; THENCE (4) North 0°39'24" East, 25.17 feet; THENCE (5) South 89°20'36" East, 19.89 feet to a point on said westerly right of way; THENCE (6) along said westerly right of way, South 0°39'24" West, 25.17 feet to the POINT OF BEGINNNING.

Rights to the above described temporary easement shall cease and terminate on November 1, 2022. The rights may also be terminated prior to the above date by STATE upon notice to OWNER.

The bearings and distances used in this description are on the California Coordinate System of 1983, Zone 5. Divide distances by 0.99994174 to convert to ground distances.

**Parcel 87304-5**

For State highway purposes, the underlying Fee of that portion of the land described in a Grant deed to Arnold S. Kirschenmann, Trustee, recorded as Document No. 0207121692 on June 8, 2007, Kern County Official Records, described as follows:

BEGINNING at the Southeast Corner of Section 24, Township 31 South, Range 28 East, Mount Diablo Meridian; THENCE (1) along the east line of said Section 24, North 00°39'24" East 950.50 feet; THENCE (2) North 89°20'36" West 30.00 feet to a point on the westerly right of way of State Route 184; THENCE, along said right of way of State Route 184 the following described courses (3) through (6): (3)South 00°39'24" West 863.02 feet; THENCE (4) South 43°50'18" West 34.43 feet; THENCE (5) South 54°12'43" West 21.98 feet; THENCE (6) South 74°53'23" West 73.64 feet to a point on the northerly right of way of State Route 223; THENCE (7) along said northerly right of way of State Route 223, North 89°37'13" West 1,059.43 feet; THENCE (8) departing from said northerly right of way of State Route 223, South 00°22'06" West 30.00 feet to the south line of said Section 24; THENCE (9) along said south line of Section 24, South 89°37'13" East, 1,201.39 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.

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-21743

CALIFORNIA TRANSPORTATION COMMISSION
RESOLUTION OF NECESSITY
TO ACQUIRE CERTAIN REAL PROPERTY
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
HIGHWAY 06-Ker-223-PM 16.00 PARCEL 87331-1, 2, 3
OWNER: JHAJ & BRAR 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 Department is hereby authorized and empowered;

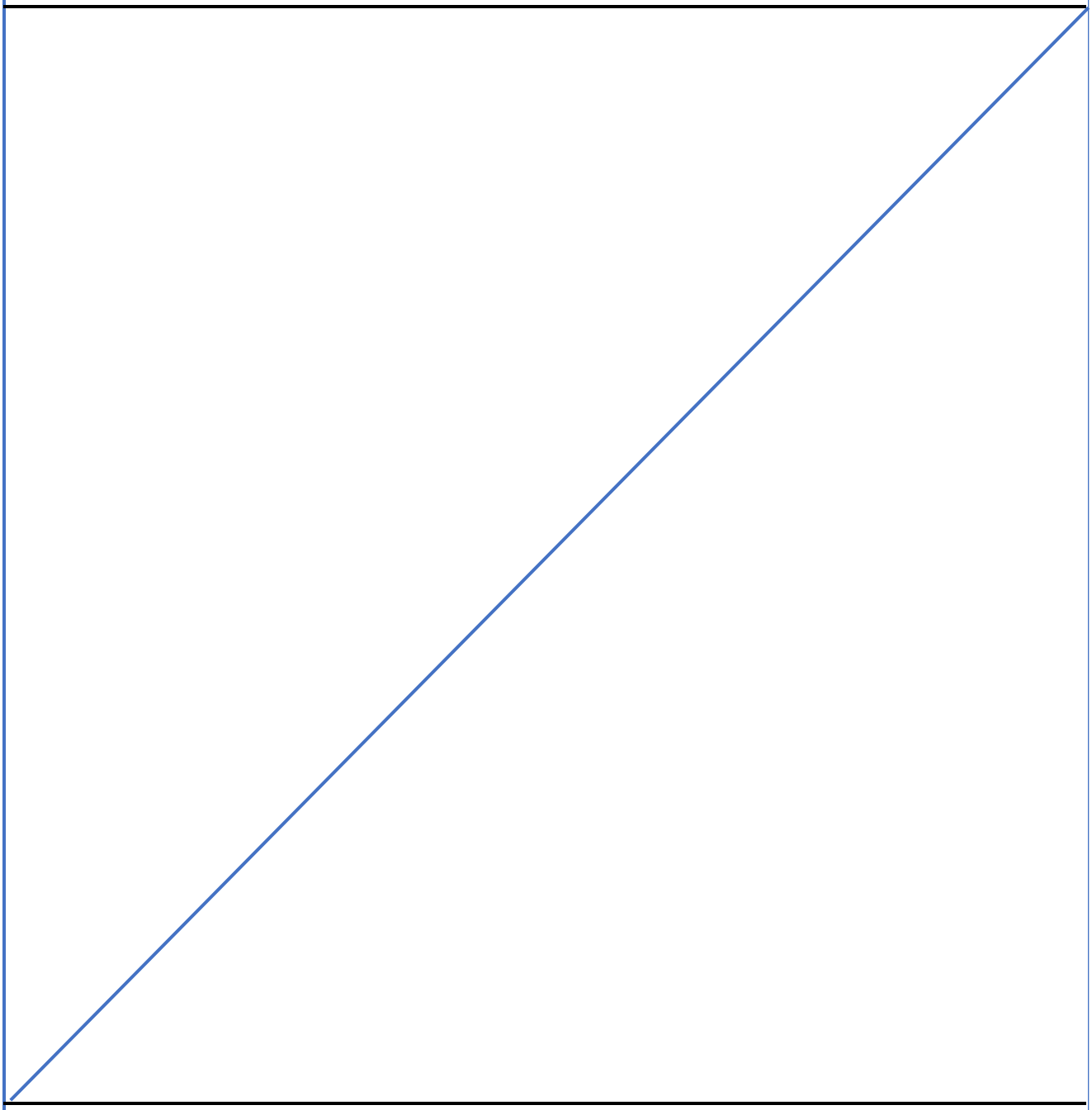
To acquire, in the name of the People of the State of California, in fee simple

**APPROVED AS TO FORM AND PROCEDURE** **APPROVAL RECOMMENDED**

**Attorney, Department of Transportation** **DIVISION OF RIGHT OF WAY**

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

The real property or interests in real property, which the Department of Transportation is by this resolution authorized to acquire, is situated in the County of Kern, State of California, Highway 06-Ker-223 and described as follows:



**Parcel 87331-1**

For State highway purposes, that portion of land described in the Grant Deed recorded as document number 0213109207, on August 01, 2013, in the Kern County Official Records, more particularly described as follows:

BEGINNING at the Northwest Corner of Section 30, Township 31 South, Range 29 East, Mount Diablo Meridian: THENCE (1) along the north line said Section 30, South 89°45'34" East, 329.99 feet, to the easterly boundary of said Grant Deed; THENCE (2) departing said north line along said easterly boundary, South 0°36'31" West, 77.61 feet to the beginning of a non-tangent curve concave southerly, said curve has a radius of 19,961.89 feet, to which a radial line bears North 3°01'24" West; THENCE (3) departing said easterly boundary, westerly along said curve through a central angle of 0°15'50" an arc distance of 91.97 feet to a point of reverse curvature, said curve is concave northerly and has a radius of 672.34 feet; THENCE (4) westerly along said curve through a central angle of 4°11'55" an arc distance of 49.27 feet to a point of tangency; THENCE (5) North 89°05'19" West, 29.05 feet to the beginning of a curve concave southerly and has a radius of 125.00 feet; THENCE (6) westerly along said curve through a central angle of 24°11'13" an arc distance of 52.77 feet to a point of compound curvature, said curve is concave southeasterly and has a radius of 159.23 feet; THENCE (7) southwesterly along said curve through a central angle of 28°26'05" an arc distance of 79.02 feet to a point of compound curvature, said curve is concave easterly and has a radius of 42.72 feet; THENCE (8) southerly along said curve through a central angle of 51°17'09" an arc distance of 38.24 feet to a point of reverse curvature,

**Parcel 87331-1 (CONTINUED)**

said curve is concave westerly and has a radius of 454.00 feet; THENCE (9) southerly along said curve through a central angle of 15°23'09" an arc distance of 121.91 feet to a point of non-tangency; THENCE (10) North 87°36'37" West, 13.96 feet; THENCE (11) South 2°23'40" West, 31.25 feet to a point on the southerly boundary of said Grant Deed; THENCE (12) along said southerly boundary, North 89°45'34" West, 36.99 feet to a point on the west line of said Section 30; THENCE (13) along said west line of Section 30, North 0°36'31" East, 329.99 feet to the POINT OF BEGINNING.

EXCEPTING THEREFROM the following described property:

BEGINNING at the Northwest Corner of Section 30, Township 31 South, Range 29 East, Mount Diablo Meridian: THENCE (1) along the north line said Section 30, South 89°45'34" East, 329.99 feet, to the easterly boundary of said Grant Deed; THENCE (2) departing said north line along said easterly boundary, South 0°36'31" West, 42.00 feet to the existing right of way of State Route 223; THENCE along said right of way the following described courses (3) through (6): (3) North 89°45'34" West 229.34 feet; THENCE (4) South 75°11'49" West 30.50 feet; THENCE (5) South 54°37'56" West 21.85 feet; THENCE (6) South 43°22'30" West 34.69 feet to the easterly right of way of North Wheeler Ridge Road; THENCE (7) along said right of way of North Wheeler Ridge Road, South 00°36'31" West 242.03 feet to a point on the southerly boundary of said Grant Deed; THENCE (8) along said southerly boundary, North 89°45'34" West 30.00 feet to the west line of Section 30; THENCE (9) along said

**Parcel 87331-1 (CONTINUED)**

west line of Section 30, North 00°36'31" East 329.99 feet to the POINT OF BEGINNING.

The bearings and distances used in this description are on the California Coordinate System of 1983, Zone 5. Divide distances by 0.99994174 to convert to ground distances. Area is ground area.

**Parcel 87331-2**

A temporary easement for construction purposes, That portion of land described in the Grant Deed recorded as document number 0213109207, on August 01, 2013, in the Kern County Official Records, more particularly described as follows:

COMMENCING at the Northwest Corner of Section 30, Township 31 South, Range 29 East, Mount Diablo Meridian; THENCE (1) along the north line said Section 30, South 89°45'34" East, 329.99 feet, to the easterly boundary of said Grant Deed; THENCE (2) departing said north line, South 0°36'31" West, 77.61 feet, along said easterly boundary to the POINT OF BEGINNING, said point also being the beginning of a non-tangent curve concave southerly, said curve has a radius of 19,961.89 feet, to which a radial line bears North 3°01'24" West; THENCE (3) departing said easterly boundary, westerly along said curve through a central angle of 0°15'50" an arc distance of 91.97 feet to a point of reverse curvature, said curve is concave northerly and has a radius of 672.34 feet; THENCE (4) westerly along said curve through a central angle of 4°11'55" an arc distance of 49.27 feet to a point of tangency; THENCE (5) North 89°05'19" West, 29.05 feet to the beginning of a curve concave southerly and has a radius of 125.00 feet; THENCE (6) westerly along said curve through a central angle of 24°11'13" an arc distance of 52.77 feet to a point of compound curvature, said curve is concave southeasterly and has a radius of 159.23 feet; THENCE (7) southwesterly along said curve through a central angle of 28°26'05" an arc distance of 79.02 feet to a point of compound curvature, said curve is concave easterly and has a radius of 42.72 feet; THENCE (8) southerly along said curve through a central angle of 51°17'09" an arc

**Parcel 87331-2 (CONTINUED)**

distance of 38.24 feet to a point of reverse curvature, said curve is concave westerly and has a radius of 454.00 feet; THENCE (9) southerly along said curve through a central angle of 15°23'09" an arc distance of 121.91 feet to a point of non-tangency; THENCE (10) North 87°36'37" West, 13.96 feet; THENCE (11) South 2°23'40" West, 31.25 feet to a point on the southerly boundary of said Grant Deed; THENCE (12) along said southerly boundary, South 89°45'34" East, 51.86; THENCE (13) North 0°15'56" East, 189.37 feet to the beginning of a curve concave southeasterly and has a radius of 45.00 feet; THENCE (14) northeasterly along said curve through a central angle of 90°38'45" an arc distance of 71.19 feet to a point of tangency; THENCE (15) South 89°05'19" East, 55.96 feet to the beginning of a curve concave northerly and has a radius of 684.34 feet; THENCE (16) easterly along said curve through a central angle of 4°11'55" an arc distance of 50.15 feet to a point of reverse curvature, said curve is concave southerly and has a radius of 19,831.52 feet; THENCE (17) easterly along said curve through a central angle of 0°15'48" an arc distance of 91.15 feet to a point on said easterly boundary; THENCE (18) along said easterly boundary, North 0°36'31" East, 12.02 feet to the POINT OF BEGINNING.

Rights to the above described temporary easement shall cease and terminate on November 1, 2022. The rights may also be terminated prior to the above date by STATE upon notice to OWNER.

**Parcel 87331-2 (CONTINUED)**

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. Area is ground area.

**Parcel 87331-3**

For State highway purposes, the underlying Fee of that portion of land described in the Grant Deed recorded as document number 0213109207, on August 01, 2013, in the Kern County Official Records, more particularly described as follows:

BEGINNING at the Northwest Corner of Section 30, Township 31 South, Range 29 East, Mount Diablo Meridian: THENCE (1) along the north line said Section 30, South 89°45'34" East, 329.99 feet, to the easterly boundary of said Grant Deed; THENCE (2) departing said north line along said easterly boundary, South 0°36'31" West, 42.00 feet to the existing right of way of State Route 223; THENCE along said right of way the following described courses (3) through (6): (3) North 89°45'34" West 229.34 feet; THENCE (4) South 75°11'49" West 30.50 feet; THENCE (5) South 54°37'56" West 21.85 feet; THENCE (6) South 43°22'30" West 34.69 feet to the easterly right of way of North Wheeler Ridge Road; THENCE (7) along said right of way of North Wheeler Ridge Road, South 00°36'31" West 242.03 feet to a point on the southerly boundary of said Grant Deed; THENCE (8) along said southerly boundary, North 89°45'34" West 30.00 feet to the west line of Section 30; THENCE (9) along said west line of Section 30, North 00°36'31" East 329.99 feet to the POINT OF BEGINNING.

The bearings and distances used in this description are on the California Coordinate System of 1983, Zone 5. Divide distances by 0.99994174 to convert to ground distances. Area is ground area.

**TRANSPORTATION COMMISSION**
**RESOLUTION NO.**

# C-21744

CALIFORNIA TRANSPORTATION COMMISSION
RESOLUTION OF NECESSITY
TO ACQUIRE CERTAIN REAL PROPERTY
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
HIGHWAY 08-Riv-74-PM 82.30 PARCEL 24033-1, 2
OWNER: Tom A. McCarthy and Susana King, Trustees of the Tom A. McCarthy and Susana King Revocable Trust Dated June 5, 2015

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

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

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

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

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

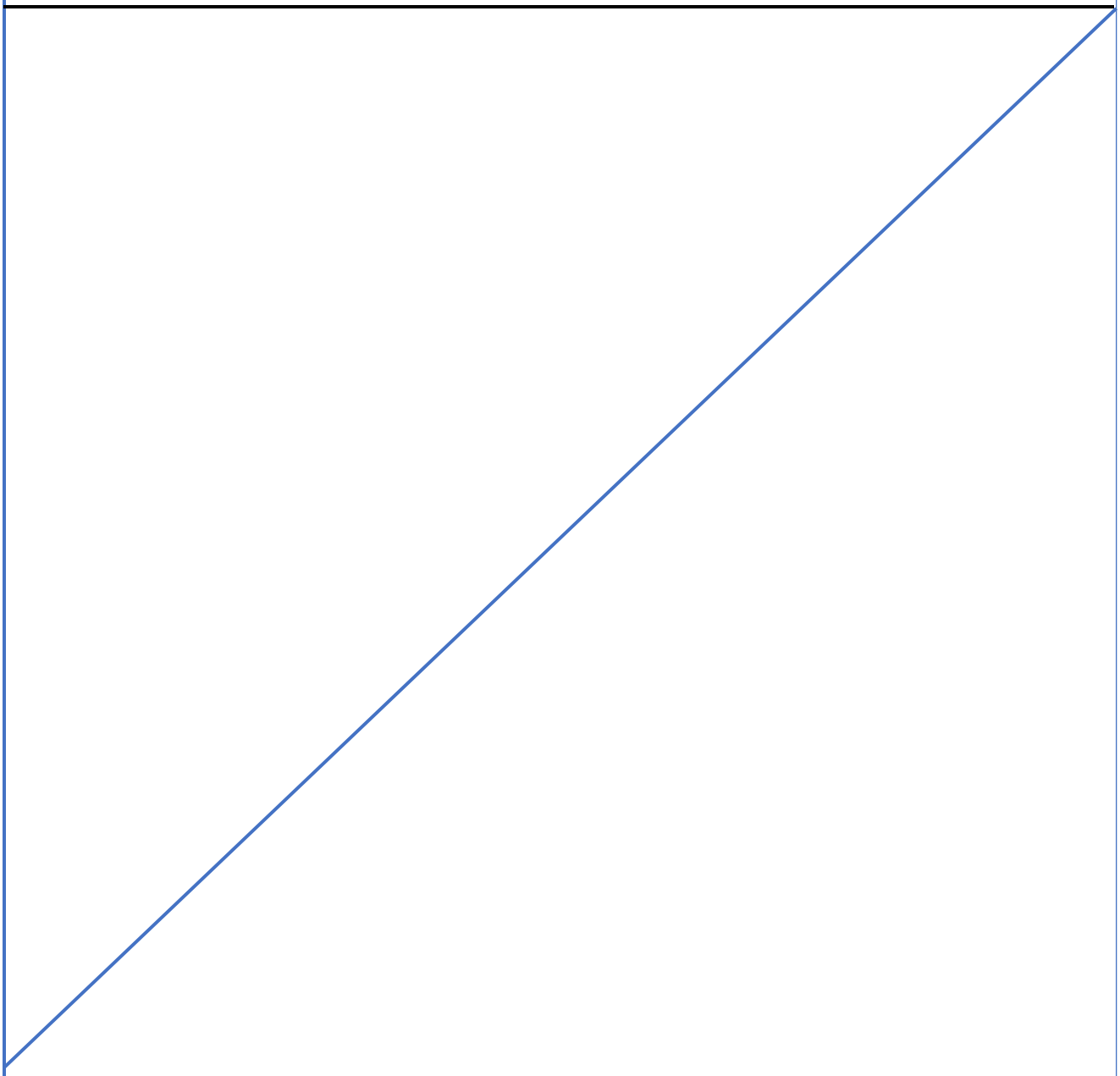
The offer required by Section 7267.2 of the Government Code has been made to the owner or owners of record; and be it further

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

| **APPROVED AS TO FORM AND PROCEDURE** | **APPROVAL RECOMMENDED** |
|---|---|
| **Attorney, Department of Transportation** | **DIVISION OF RIGHT OF WAY** |

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

The real property or interests in real property, which the Department of Transportation is by this resolution authorized to acquire, is situated in the County of Riverside, State of California, Highway 08-Riv-74 and described as follows:



# LEGAL DESCRIPTION

**Parcel 24033-1:**

For state highway purposes, that portion of the southeast quarter of the southwest quarter of Section 1, Township 7 South, Range 5 East, San Bernardino Meridian, in the Unincorporated Area of the County of Riverside, State of California, lying within a strip of land, 49.99 feet wide, the easterly line of said strip of land being described as follows:

**Beginning** at a point on the south line of said Section 1 distant thereon North 89°53'43" West 757.59 feet from the south quarter corner of said Section 1, as shown on a map filed in Book 70, Page 37 of Records of Survey in the Office of the County Recorder of said County; thence leaving said south line, North 37°36'18" East 489.59 feet to the beginning of a tangent curve, concave westerly having a radius of 499.90 feet; thence northerly 372.25 feet along said curve through a central angle of 42°39'54"; thence North 05°03'36" West 142.31 feet to the beginning of a tangent curve, concave easterly having a radius of 499.90 feet; thence northerly 275.77 feet along said curve through a central angle of 31°36'28" to the west line of the north half of the east half of the east half of the southeast quarter of the southwest quarter of said Section 1, distant thereon South 00°23'14" West 155.03 feet from northwest corner of the north half of the east half of the east half of the southeast quarter of the southwest quarter of said Section 1, as shown on said Record of Survey.

The sidelines of said strip of land shall be prolonged or shortened as necessary to terminate in the south line of said Section 1 and in the west line of the north half of the east half of the east half of the southeast quarter of the southwest quarter said Section 1.

For state highway purposes, that portion of the northeast quarter of the southwest quarter of Section 1, Township 7 South, Range 5 East, San Bernardino Meridian, in the Unincorporated Area of the County of Riverside, State of California, lying within a strip of land, 99.98 feet wide, said strip of land being 49.99 feet on each side of the following described centerline:

**Commencing** at a point on the south line of said Section 1, distant thereon North 89°53'43" West 757.59 feet from the south quarter corner of said Section 1, as shown on a map filed in Book 70, Page 37 of Records of Survey, in the Office of the County Recorder of said County; thence leaving said south line, North 37°36'18" East 489.59 feet to the beginning of a tangent curve, concave westerly having a radius of 499.90 feet; thence northerly 372.25 feet along said curve through a central angle of 42°39'54"; thence North 05°03'36" West 142.31 feet to the beginning of a tangent curve, concave easterly having a radius of 499.90 feet; thence northerly 399.32 feet along said curve through a central angle of 45°46'03"; thence North 40°42'27" East 68.59 fee to the **Point of Beginning;** thence continuing North 40°42'27" East 42.01 feet to the beginning of a tangent curve, concave northwesterly having a radius of 799.83 feet; thence northerly 307.58 feet along said curve through a central angle of 22°02'00"; thence North 18°40'27" East 124.29 feet to a point in the east line of the southwest quarter of said Section 1 distant thereon North 00°25'45" East 415.96 feet from the northeast corner of the north half of the east half of the east half of the southeast quarter of the southwest quarter of said Section 1, as shown on said Record of Survey.

The sidelines of said strip of land shall be prolonged or shortened as necessary to terminate in the south line of the northeast quarter of the southwest quarter of said Section 1 and the east line of the northeast quarter of the southwest quarter of said Section 1.

The bearings and distances used in the above description are on the California Coordinate System of 1983, Zone 6 (Epoch 2007.0). Divide the above distances by 0.999790842 to obtain ground level distances.

**TRANSPORTATION COMMISSION**
**RESOLUTION NO.**

# C-21745

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 24421-1
OWNER: Cuong Viet Nguyen, a single person

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;

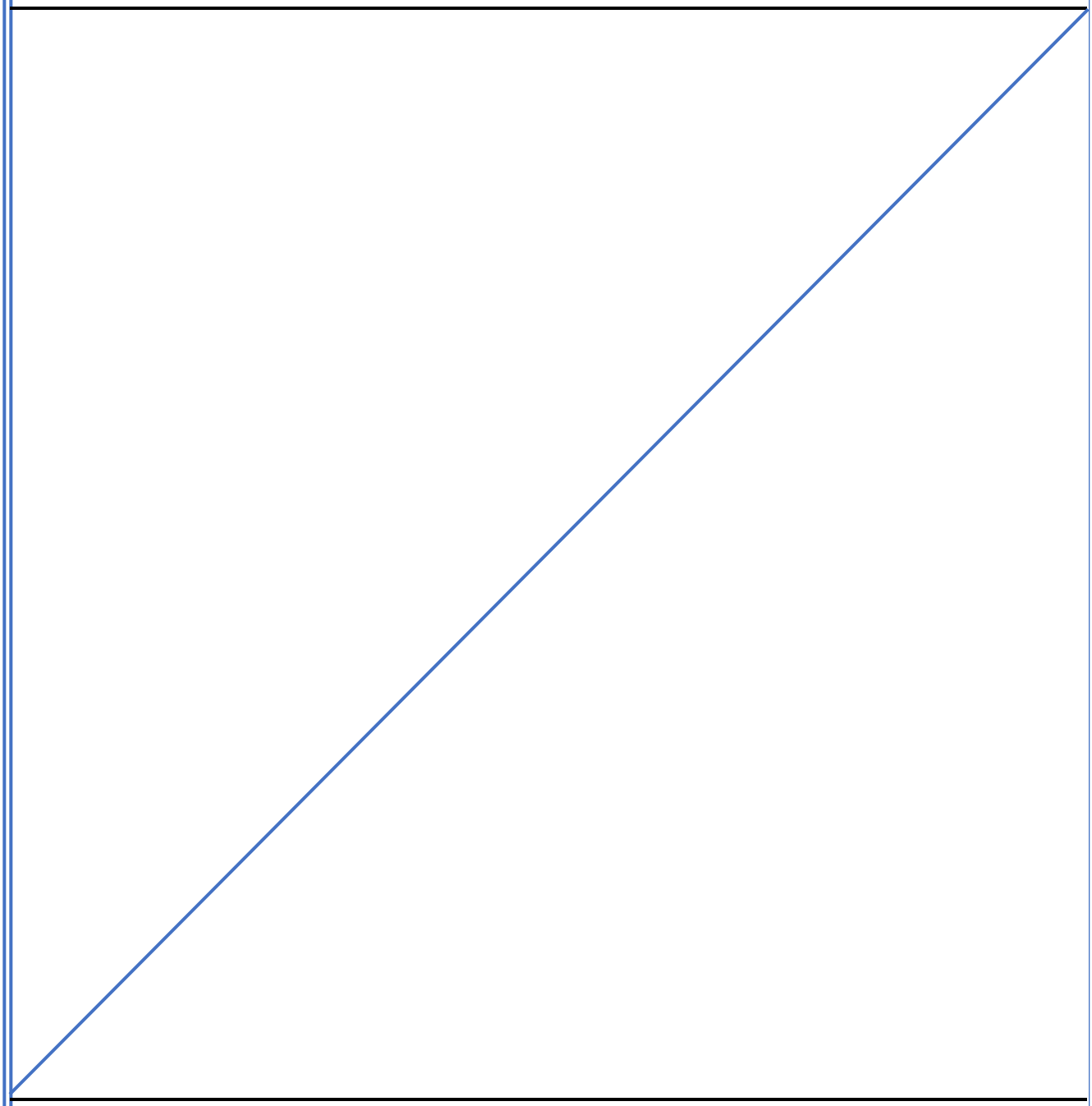
To acquire, in the name of the People of the State of California, in fee simple

**APPROVED AS TO FORM AND PROCEDURE** **APPROVAL RECOMMENDED**

**Attorney, Department of Transportation** **DIVISION OF RIGHT OF WAY**

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

The real property or interests in real property, which the Department of Transportation is by this resolution authorized to acquire, is situated in the County of San Bernardino, State of California, Highway 08-SBd-62 and described as follows:



## LEGAL DESCRIPTION

**Parcel 24421-1**

For highway purposes, that portion of Section 25, Township 1 North, Rahge 8 East, San Bernardino Meridian, according to the government survey, in the City of Twentynine Palms, County of San Bernardino, State of California, described as follows:

**BEGINNING** at the intersection of the southerly line of 29 Palms Highway (80 feet wide) and the westerly line of Cahuilla Avenue (50 feet wide) as shown on TRACT 2687 on file in Book 37, Pages 108 and 109 of Maps, in the Office of the County Recorder of said County; thence South 01°18'47" East 14.87 feet along said westerly line; thence South 88°43'35 11 West
6.83 feet; thence North 46°32'07" West 21.27 feet to said southerly line; thence North 88°59'47" East 21.93 feet along said southerly line to the **POINT OF BEGINNING.**

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.

**08-SBd-62-PM 31.03 24421 (24421-1)** j

**TRANSPORTATION COMMISSION**
**RESOLUTION NO.**

# C-21746

CALIFORNIA TRANSPORTATION COMMISSION
RESOLUTION OF NECESSITY
TO ACQUIRE CERTAIN REAL PROPERTY
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
HIGHWAY 08-SBd-215-PM 2.70 PARCEL 24567-1
OWNER: Oxnard Corner, 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

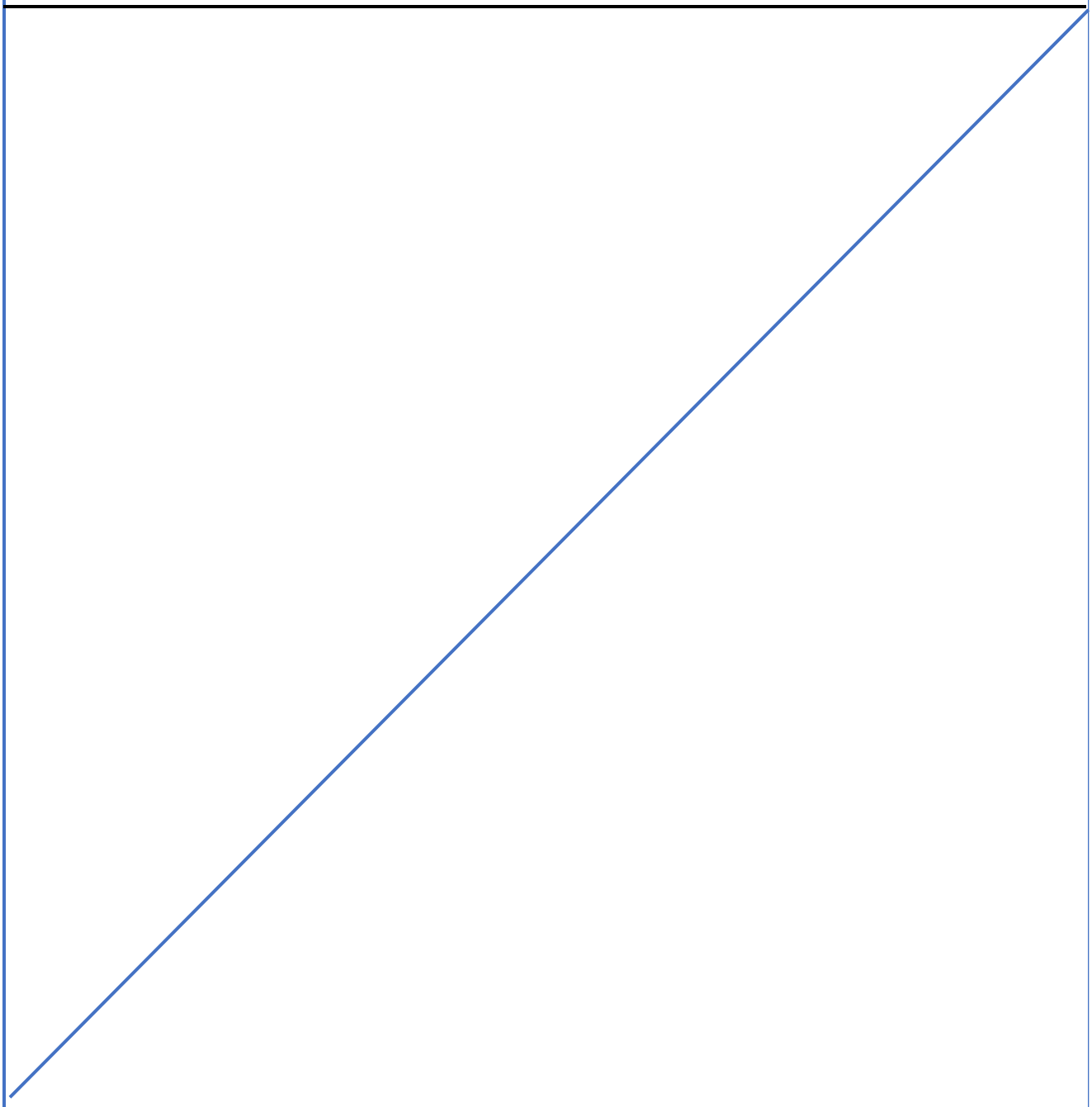
RESOLVED by this Commission that the Department of Transportation be and said Department is hereby authorized and empowered;

To acquire, in the name of the People of the State of California, in fee simple

| **APPROVED AS TO FORM AND PROCEDURE** | **APPROVAL RECOMMENDED** |
|---|---|
| **Attorney, Department of Transportation** | **DIVISION OF RIGHT OF WAY** |

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

The real property or interests in real property, which the Department of Transportation is by this resolution authorized to acquire, is situated in the County of San Bernardino, State of California, Highway 08-SBd-215 and described as follows:



## LEGAL DESCRIPTION

**Parcel No. 24567-1**

For freeway purposes, a temporary **EASEMENT** for construction purposes over that portion of Parcel 3 of Parcel Map No. 10379, in the City of Colton, County of San Bernardino, State of California, as shown on a map filed in Book 115, Pages 47 and 48 of Parcel Maps, in the Office of the County Recorder of said County, lying northwesterly and southwesterly of the following described line:

**COMMENCING** at the southwesterly terminus of that certain course shown has having a bearing of North 64°39'11" East and a length of 162.42 feet in the boundary line of said Parcel 3; thence along said certain course, North 64°41'26" East, 15.09 feet to the **POINT OF BEGINNING;** thence leaving said certain course, South 25°18'34" East, 31.65 feet; thence South 64°41'26" West, 83.73 feet to a line that is parallel with and 4.00 feet northeasterly of that certain course shown as having a bearing of North 25°20'49" West and a length of 385.00 feet in the boundary line of said Parcel 3.

Rights to the above described temporary easements shall cease and terminate on December 31, 2022. The rights may also be terminated prior to the above date by STATE upon notice to OWNER.

The bearings and distances used in the above description are on the California Coordinate System of 1983 (Epoch 2007.00), Zone 5. Divide the above distances by 0.99995745 to obtain ground level distances.

**TRANSPORTATION COMMISSION**
**RESOLUTION NO.**

# C-21747

CALIFORNIA TRANSPORTATION COMMISSION
RESOLUTION OF NECESSITY
TO ACQUIRE CERTAIN REAL PROPERTY
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
HIGHWAY 08-SBd-215-PM 2.67 PARCEL 24565-1, 2
OWNER: AP-Colton 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;

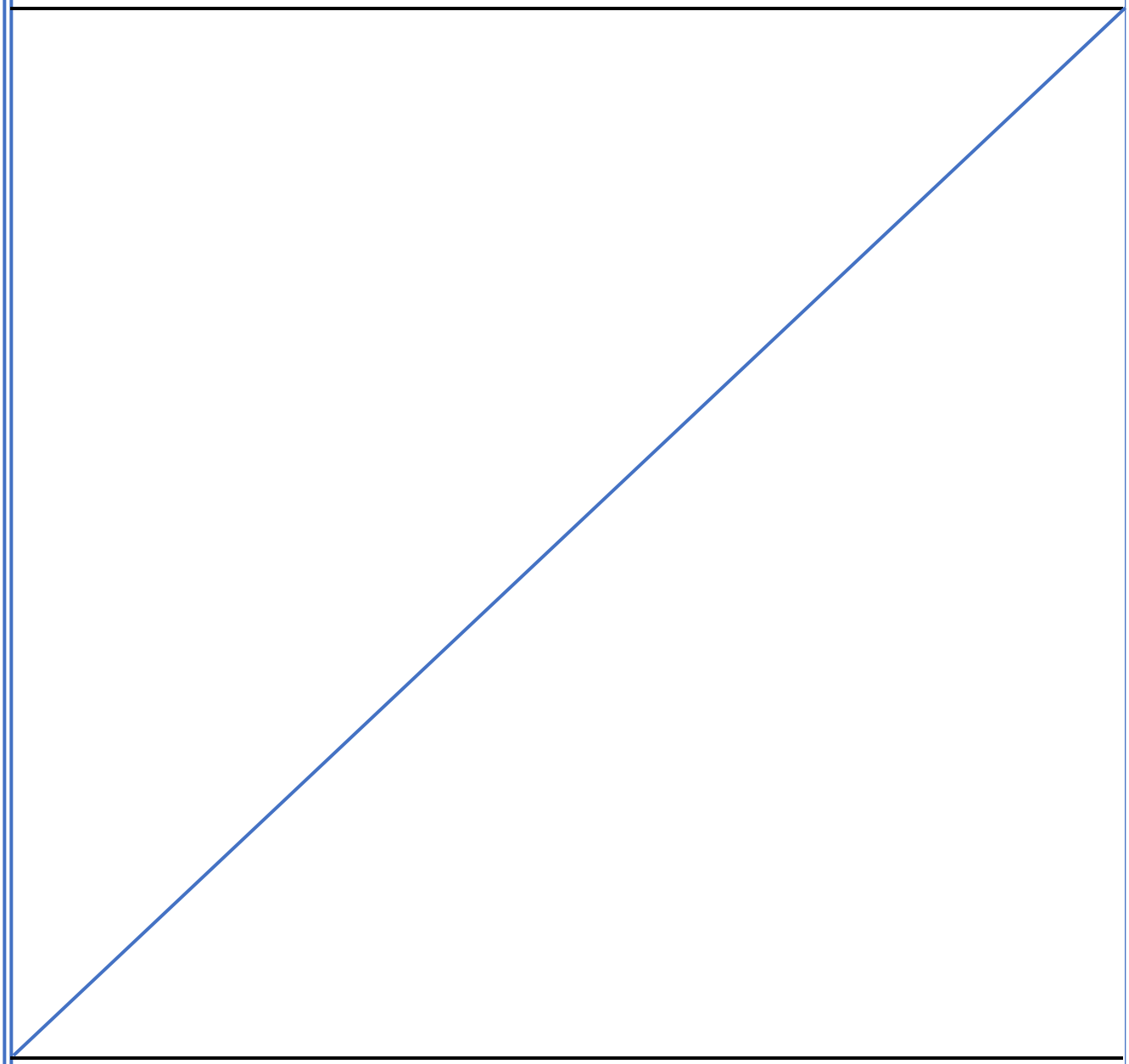
The offer required by Section 7267.2 of the Government Code has been made to the owner or owners of record; and be it further

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

| **APPROVED AS TO FORM AND PROCEDURE** | **APPROVAL RECOMMENDED** |
| --- | --- |
| **Attorney, Department of Transportation** | **DIVISION OF RIGHT OF WAY** |

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

The real property or interests in real property, which the Department of Transportation is by this resolution authorized to acquire, is situated in the County of San Bernardino, State of California, Highway 08-SBd-215 and described as follows:



## Legal Description

**Parcel 24565-1**

For freeway purposes, that portion of Parcel 2 of Parcel Map No. 10379, in the City of Colton, County of San Bernardino, State of California, as shown on a map filed in Book 115, pages 47 and 48 of Parcel Maps, in the Office of the County Recorder of said County, as described in that certain Lot Merger recorded February 24, 2017 in Document No..2017- 0083852 of Official Records in the office of said County Recorder, described as follows:

**COMMENCING** at the southwesterly terminus of that certain course shown as having a bearing of North 64°39'11" East and a length of 369.31 feet in the northwesterly line of said Parcel 2; thence along said certain course, North 64°41'26" East, 206.70 feet to the **POINT OF BEGINNING;** thence continuing along said certain course, North 64°41'26" East, 91.83 feet; thence leaving said certain course, South 25°18'34" East, 5.00 feet to a line that is parallel with and 5.00 feet southeasterly of said certain course; thence along said parallel line, South 64°41'26" West, 91.83 feet; thence North 25°18'34" West, 5.00 feet to the **POINT OF BEGINNING.**

The bearings and distances used in the above description are on the California Coordinate System of 1983 (Epoch 2007.00), Zone 5. Divide the above distances by 0.99995745 to obtain ground level distances.

**Parcel 24565-1 continued:**

For freeway purposes, a temporary **EASEMENT** for construction purposes upon, over and across those portions of Parcels 1, 2 and 3 of Parcel Map No. 10379, in the City of Colton, County of San Bernardino, State of California, as shown on a map filed in Book 115, Pages 47 and 48 of Parcel Maps, in the Office of the County Recorder of said County, as described in that certain Lot Merger recorded February 24, 2017 in Document No. 2017-0083852 of Official Records in the office of said County Recorder, described as follows:

**COMMENCING** at the southwesterly terminus of that certain course shown as having a bearing of North 64°39'11" East and a length of 369.31 feet in the northwesterly line of said Parcel 2; thence along said certain course, North 64°41'26" East, 298.53 feet to the **POINT OF BEGINNING;** thence continuing along said certain course, North 64°41'26" East, 69.97 feet to its northeasterly terminus and the beginning of a curve, concave northwesterly, having a radius of 1500.00 feet; thence northeasterly, along said curve and said northwesterly line, through a central angle of 05°55'42" an arc length of 155.20 feet, to the most northerly corner of said Parcel 2; thence along the northeasterly boundary of the land described in said Lot Merger the following three courses:

1) South 31°37'36" East, 79.35 feet;

2) South 64°41'26" West, 48.27 feet;

and 3) South 25°18'34" East, 31.65

feet;

Thence leaving said northeasterly boundary, South 64°41'26" West, 45.56 feet; thence North 25°18'34" West, 31.65 feet; thence North 27°41'19" West, 30.96 feet;
thence North 62°10'01" West, 38.65 feet; thence South 63°24'53" West, 45.36 feet;
thence South 64°41'26" West, 161.80 feet; thence North 25°18'34" West 5.00 feet to a line that is parallel with and 5.00 feet southeasterly of the northwesterly line of said Parcel 2; thence along said parallel line, North 64°41'26" East 91.83 feet; thence North 25°18'34" West 5.00 feet to the **POINT OF BEGINNING.**

**Parcel 24565-1 continued:**

Rights to the above described temporary easements shall cease and terminate on December 31, 2022. The rights may also be terminated prior to the above date by STATE upon notice to OWNER.

The bearings and distances used in the above description are on the California Coordinate System of 1983 (Epoch 2007.00), Zone 5. Divide the above distances by 0.99995745 to obtain ground level distances.

**TRANSPORTATION COMMISSION**
**RESOLUTION NO.**

# C-21749

CALIFORNIA TRANSPORTATION COMMISSION
RESOLUTION OF NECESSITY
TO ACQUIRE CERTAIN REAL PROPERTY
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
HIGHWAY 08-SBd-215-PM 2.74 PARCEL 24566-1, 2, 3
OWNER: AP-Colton 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;

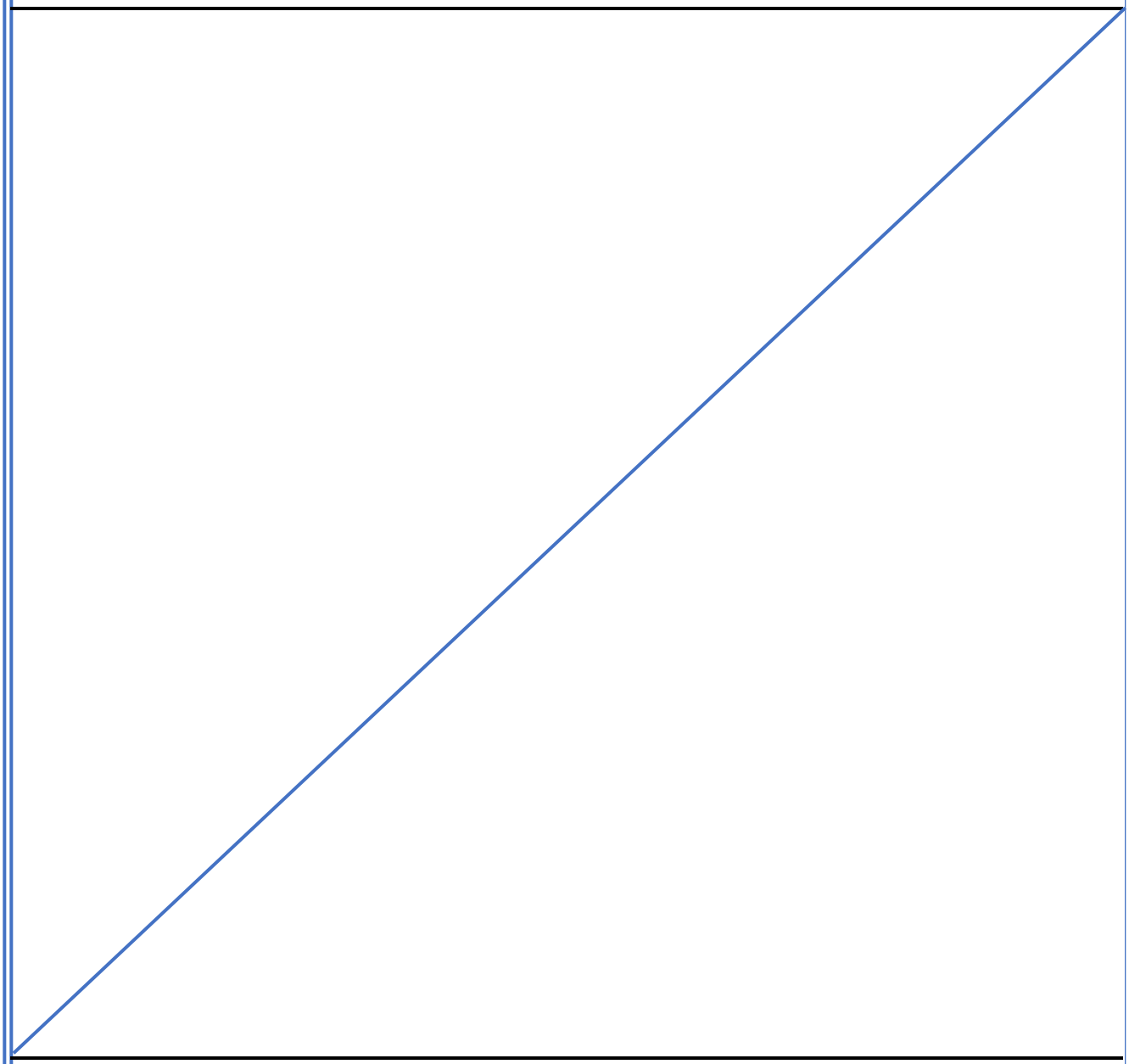
The offer required by Section 7267.2 of the Government Code has been made to the owner or owners of record; and be it further

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

| **APPROVED AS TO FORM AND PROCEDURE** | **APPROVAL RECOMMENDED** |
| --- | --- |
| **Attorney, Department of Transportation** | **DIVISION OF RIGHT OF WAY** |

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

The real property or interests in real property, which the Department of Transportation is by this resolution authorized to acquire, is situated in the County of San Bernardino, State of California, Highway 08-SBd-215 and described as follows:



# LEGAL DESCRIPTION

**Parcel No. 24566-1**

For freeway purposes, that portion of Parcel 4 of Parcel Map No. 10379, in the City of Colton, County of San Bernardino, State of California, as shown on a map filed in Book 115, Pages 47 and 48 of Parcel Maps, in the Office of the County Recorder of said County, described as follows:

**COMMENCING** at the northeasterly terminus of that certain course shown as having a bearing of North 49°31'00" East and a length of 23.88 feet in the boundary line of said Parcel 4; thence along said certain course and said boundary line the following courses:

1) South 49°30'59" West, 23.68 feet to the beginning of a curve, concave northwesterly, having a radius of 1500.00 feet,
2) thence southwesterly along said curve through a central angle of 05°37'46", an arc length of 147.38 feet to the **POINT OF BEGINNING;**

thence continuing along said curve and said boundary line southwesterly, through a central angle of 00°45'42", an arc length of 19.94 feet; thence leaving said boundary line, South 35°21'56" East, 10.00 feet to the beginning of a non-tangent curve, concave northwesterly, having a radius of 1510.00 feet, a radial line to said curve bears South 34°06'03" East, said curve being concentric with and 10.00 feet southeasterly of that certain curve hereinabove described as having a radius of 1500.00 feet; thence northeasterly along said concentric curve through a central angle of 00°45'26", an arc length of 19.96 feet; thence North 35°29'19" West, 10.00 feet to the **POINT OF BEGINNING.**

The bearings and distances used in the above description are on the California Coordinate System of 1983 (Epoch 2007.00), Zone 5. Divide the above distances by 0.99995745 to obtain ground level distances.

# LEGAL DESCRIPTION

## Parcel No. 24566-2

For freeway purposes, a temporary **EASEMENT** for construction purposes *over* that portion of Parcel 4 of Parcel Map No. 10379, in the City of Colton, County of San Bernardino, State of California, as shown on a map filed in Book 115, Pages 47 and 48 of Parcel Maps, in the Office of the County Recorder of said County, described as follows:

**BEGINNING** at the southeasterly terminus of that certain course in the boundary line of said Parcel 4 shown has having a bearing of North 31°38'58" West and a length of 81.59 feet; thence along said certain course and said boundary line the following two courses:

1) North 31°37'36" West, 81.59 feet to the beginning of a non-tangent curve, *concave* northwesterly, having a radius of 1500.00 feet, a radial line to said curve bears South 32°00'38" East;
2) thence, northeasterly along said curve, through a central angle of 02°04'55", an arc length of 54.50 feet;

thence leaving said boundary line, South 35°21'56" East, 10.00 feet to the beginning of a non-tangent curve, *concave* northwesterly, having a radius of 1510.00 feet, a radial line to said curve bears South 34°06'03" East, said curve being concentric with and 10.00 feet southeasterly of that certain curve hereinabove described as having a radius of 1500.00 feet; thence, northeasterly along said concentric curve, through a central angle of 00°36'26"; an arc length of 16.00 feet; thence, South 21°41'25" West, 55.06 feet; thence South 15°54'24" East, 44.16 feet to that certain course shown as having a bearing of North 64°39'11" East and a length of 162.42 feet in said boundary line; thence along said certain course, South 64°41'26" West, 15.09 feet to the **POINT OF BEGINNING.**

Rights to the *above* described temporary easements shall cease and terminate on December 31, 2022. The rights may also be terminated prior to the *above* date by STATE upon notice to OWNER.

The bearings and distances used in the *above* description are on the California Coordinate System of 1983 (Epoch 2007.00), Zone 5. Divide the *above* distances by 0.99995745 to obtain ground level distances.

# LEGAL DESCRIPTION

**Parcel No. 24566-3**

For freeway purposes, a temporary **EASEMENT** for construction purposes *over* that portion of Parcel 4 of Parcel Map No. 10379, in the City of Colton, County of San Bernardino, State of California, as shown on a map filed in Book 115, Pages 47 and 48 of Parcel Maps, in the Office of the County Recorder of said County, described as follows:

**BEGINNING** at the northeasterly terminus of that certain course shown as having a bearing of North 49°31'00" East and a length of 23.88 feet in the boundary line of said Parcel 4; thence along said certain course and said boundary line the following two courses:

*1)* South 49°30'59" West, 23.68 feet to the beginning of a curve, *concave* northwesterly, having a radius of 1500.00 feet;

2) thence southwesterly along said curve, through a central angle of 05°37'46", an arc length of 147.38 feet;

thence leaving said curve and boundary line, South 35°29'19" East, 10.00 feet to the beginning of a non-tangent curve, *concave* northwesterly, having a radius of 1510.00 feet, a radial line to said curve bears South 34°51'30" East, said curve being concentric with and 10.00 feet southeasterly of that certain curve hereinabove described as having a radius of 1500.00 feet; thence, northeasterly along said concentric curve through a central angle of 05°37'31" an arc length of 148.25 feet; thence North 49°30'59" East, 23.68 feet to that certain course shown in the boundary line of said Parcel 4 as having a bearing of North 40°29'00" West and a length of 150.00 feet; thence, along said certain course North 40°30'00" West, 10.00 feet to the **POINT OF BEGINNING.**

Rights to the above described temporary easements shall cease and terminate on December 31, 2022. The rights may also be terminated prior to the above date by STATE upon notice to OWNER.

The bearings and distances used in the above description are on the California Coordinate System of 1983 (Epoch 2007.00), Zone 5. Divide the above distances by 0.99995745 to obtain ground level distances.

**TRANSPORTATION COMMISSION**
**RESOLUTION NO.**

# C-21750

CALIFORNIA TRANSPORTATION COMMISSION
RESOLUTION OF NECESSITY
TO ACQUIRE CERTAIN REAL PROPERTY
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
HIGHWAY 08-SBd-215-PM 2.74 PARCEL 24569-1
OWNER: Dunn-Edwards Corporation, a Delaware corporation

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

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

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

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

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

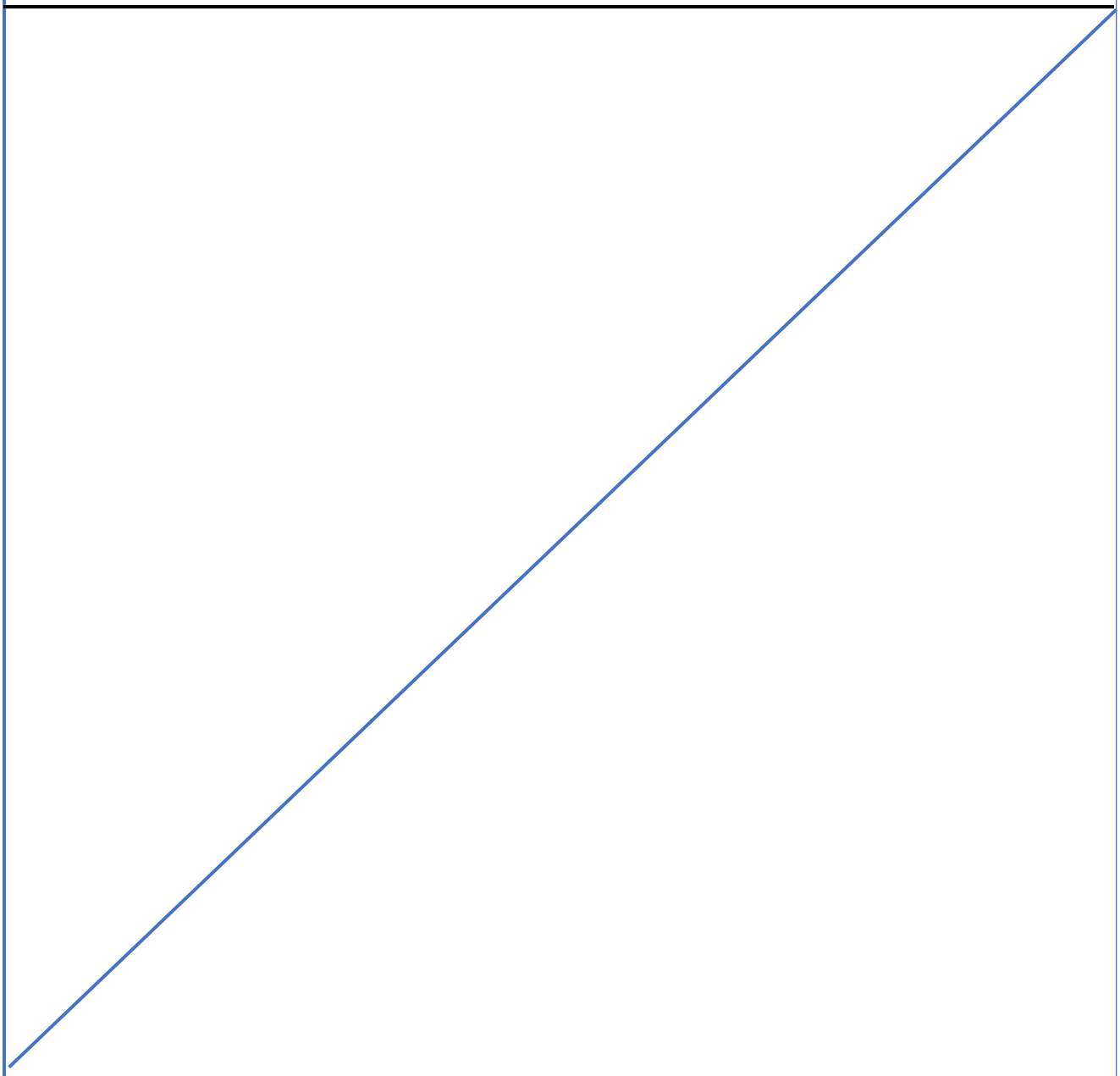
The offer required by Section 7267.2 of the Government Code has been made to the owner or owners of record; and be it further

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

| **APPROVED AS TO FORM AND PROCEDURE** | **APPROVAL RECOMMENDED** |
|---|---|
| **Attorney, Department of Transportation** | **DIVISION OF RIGHT OF WAY** |

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

The real property or interests in real property, which the Department of Transportation is by this resolution authorized to acquire, is situated in the County of San Bernardino, State of California, Highway 08-SBd-215 and described as follows:



# LEGAL DESCRIPTION

**Parcel No. 24569-1**

For freeway purposes, a temporary easement for construction purposes over that portion of Lot 1 of Poole Tract, in the City of Colton, County of San Bernardino, State of California, as shown on a map recorded in Book 11, page 40 of Maps, in the Office of the County Recorder of said County, as described in a Grant Deed to Dunn-Edwards Corporation recorded June 20, 2011 in Document No. 2011-0247888 of Official Records in the office of said County Recorder, described as follows:

***COMMENCING*** at the most northerly corner of that certain parcel of land as described in said Grant Deed; thence along the northeasterly line of said parcel, South 40°29'01" East, 200.74 feet to the ***POINT OF BEGGINING;*** thence continuing South 40°29'01" East, 10.29 feet to the most easterly corner of said parcel and the beginning of a non-tangent curve, concave northwesterly, having a radius of 325.00 feet, a radial line to said curve bears South 27°00'06" East; thence southwesterly 82.63 feet along said curve and along the southerly line of said land through a central angle of 14°34'03"; thence leaving said southerly line, North 30°01'52" West 10.51 feet to the beginning of a non-tangent curve , concave northwesterly having a radius of 315.00 feet, a radial line to said curve bears South 11°51'23" East, said curve being concentric with and 10.00 feet northerly of said southerly line; thence northeasterly 80.87 feet along said concentric curve through a central angle of 14°42'32" to the ***POINT OF BEGINNING.***

Rights to the above described temporary easement shall cease and terminate on December 31, 2022. The rights may also be terminated prior to the above date by STATE upon notice to OWNER.

The bearings and distances used in the above description are on the California Coordinate System of 1983 (Epoch 2007.00), Zone 5. Divide the above distances by 0.99995745 to obtain ground level distances.

**TRANSPORTATION COMMISSION**
**RESOLUTION NO.**

# C-21751

CALIFORNIA TRANSPORTATION COMMISSION
RESOLUTION OF NECESSITY
TO ACQUIRE CERTAIN REAL PROPERTY
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
HIGHWAY 10-Mer-165-PM 9.20 PARCEL 16839-1, 2
OWNER: Allied Waste Services of North America, 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;

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;

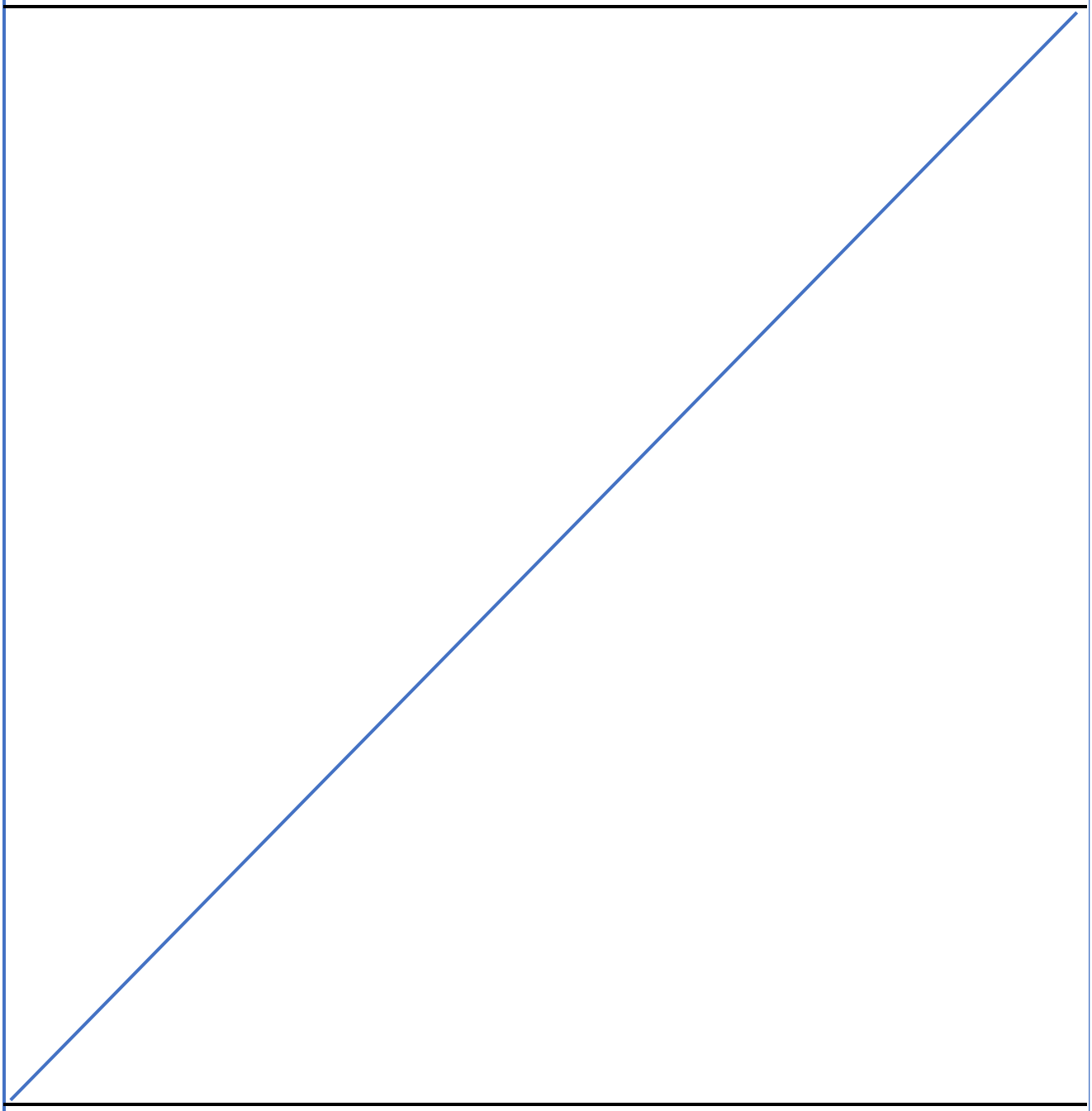
To acquire, in the name of the People of the State of California, in fee simple

**APPROVED AS TO FORM AND PROCEDURE** **APPROVAL RECOMMENDED**

**Attorney, Department of Transportation** **DIVISION OF RIGHT OF WAY**

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

The real property or interests in real property, which the Department of Transportation is by this resolution authorized to acquire, is situated in the County of Merced, State of California, Highway 10-Mer-165 and described as follows:



Parcel 16839-1A

For State highway purposes, all that portion of real property described in that Grant Deed recorded May 21, 2013 as Document Number 2013-018573, Official Records of Merced County, lying northeasterly of the following described line:

COMMENCING at a 3/4 inch iron rod with plastic plug stamped PLS 5784 shown as the southwest corner of Section 13, T. 10 S., R. 10 E., M.D.M on that map filed for record May 22, 2001, in Book 88 of Parcel Maps at Page 25, Merced County Records, from which a brass disc in concrete shown as the northwest corner of said Section on said map bears North 0˚57'40" East, 5299.80 feet, thence North 0˚57'40" East, 2,490.58 feet along the West line of said Section; thence North 89˚02'20" West, 33.00 feet to the westerly line of Mercy Hot Springs Road as shown on that map filed for record July 6, 1948 in Book 11 at Page 48 of Official Plats, said County Record, being the TRUE POINT OF BEGINNING;

THENCE (1) North 45˚47'52" West, 25.40 feet to a point on the southerly line of 'D' Street as shown on the aforementioned map, said point being North 0˚12'55" West, 2,508.51 feet from the point of COMMENCEMENT.

EXCEPTING the underlying fee interest, if any, contiguous to the above-described property in and to D Street.

Parcel 16839-1B

TOGETHER with the underlying fee interest, if any, contiguous to the above-described property in and to D Street.

Bearings and distances used in the above description are based on the California Coordinate System of 1983, Zone 3. Divide by 1.000002 to obtain ground level distances.

Parcel 16939-2

AND, a temporary easement, to expire on December 1, 2022 for the purpose of ingress and egress, described as follows;

All that portion of real property described in that Grant Deed recorded May 21, 2013 as Document Number 2013-018573, Official Records of Merced County, lying northeasterly of the following described line:

COMMENCING at a 3/4 inch iron rod with plastic plug stamped PLS 5784 shown as the southwest corner of Section 13, T. 10 S., R. 10 E., M.D.M on that map filed for record May 22, 2001, in Book 88 of Parcel Maps at Page 25, Merced County Records, from which a brass disc in concrete shown as the northwest corner of said Section on said map bears North 0˚57'40" East, 5299.80 feet, thence North 0˚57'40" East, 2,487.83 feet along the West line of said Section; thence North 89˚02'20" West, 33.00 feet to the westerly line of Mercy Hot Springs Road as shown on that map filed for record July 6, 1948 in Book 11 at Page 48 of Official Plats, said County Record, being the TRUE POINT OF BEGINNING;

THENCE (1) North 45˚47'52" West, 29.38 feet to a point on the southerly line of 'D' Street as shown on the aforementioned map, said point being North 0˚16'53" West, 2,508.56 feet from the point of COMMENCEMENT.

EXCEPTING THEREFROM, all that portion of said real property lying northeasterly of the following described line;

COMMENCING at a 3/4 inch iron rod with plastic plug stamped PLS 5784 shown as the southwest corner of Section 13, T. 10 S., R. 10 E., M.D.M on that map filed for record May 22, 2001, in Book 88 of Parcel Maps at Page 25, Merced County Records, from which a brass disc in concrete shown as the northwest corner of said Section on said map bears North 0˚57'40" East, 5299.80 feet, thence North 0˚57'40" East, 2,490.58 feet along the West line of said Section; thence North 89˚02'20" West, 33.00 feet to the westerly line of Mercy Hot Springs Road as shown on that map filed for record July 6, 1948 in Book 11 at Page 48 of Official Plats, said County Record, being the TRUE POINT OF BEGINNING;

THENCE (1) North 45˚47'52" West, 25.40 feet to a point on the southerly line of 'D' Street as shown on the aforementioned map, said point being North 0˚12'55" West, 2,508.51 feet from the point of COMMENCEMENT.

Bearings and distances used in the above description are based on the California Coordinate System of 1983, Zone 3. Divide by 1.000002 to obtain ground level distances.

Rights to the above described temporary easement shall cease and terminate on December 1, 2022.

Said rights may also be terminated prior to the above date by STATE upon notice to OWNER.

**TRANSPORTATION COMMISSION**
**RESOLUTION NO.**

# C-21752

CALIFORNIA TRANSPORTATION COMMISSION
RESOLUTION OF NECESSITY
TO ACQUIRE CERTAIN REAL PROPERTY
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
HIGHWAY 10-Mer-165-PM 8.96 PARCEL 16857-1, 2
OWNER: Daniel F. Iacopi, Trustee of the Daniel F. Iacopi 2016 Trust, dated June 8, 2016

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;

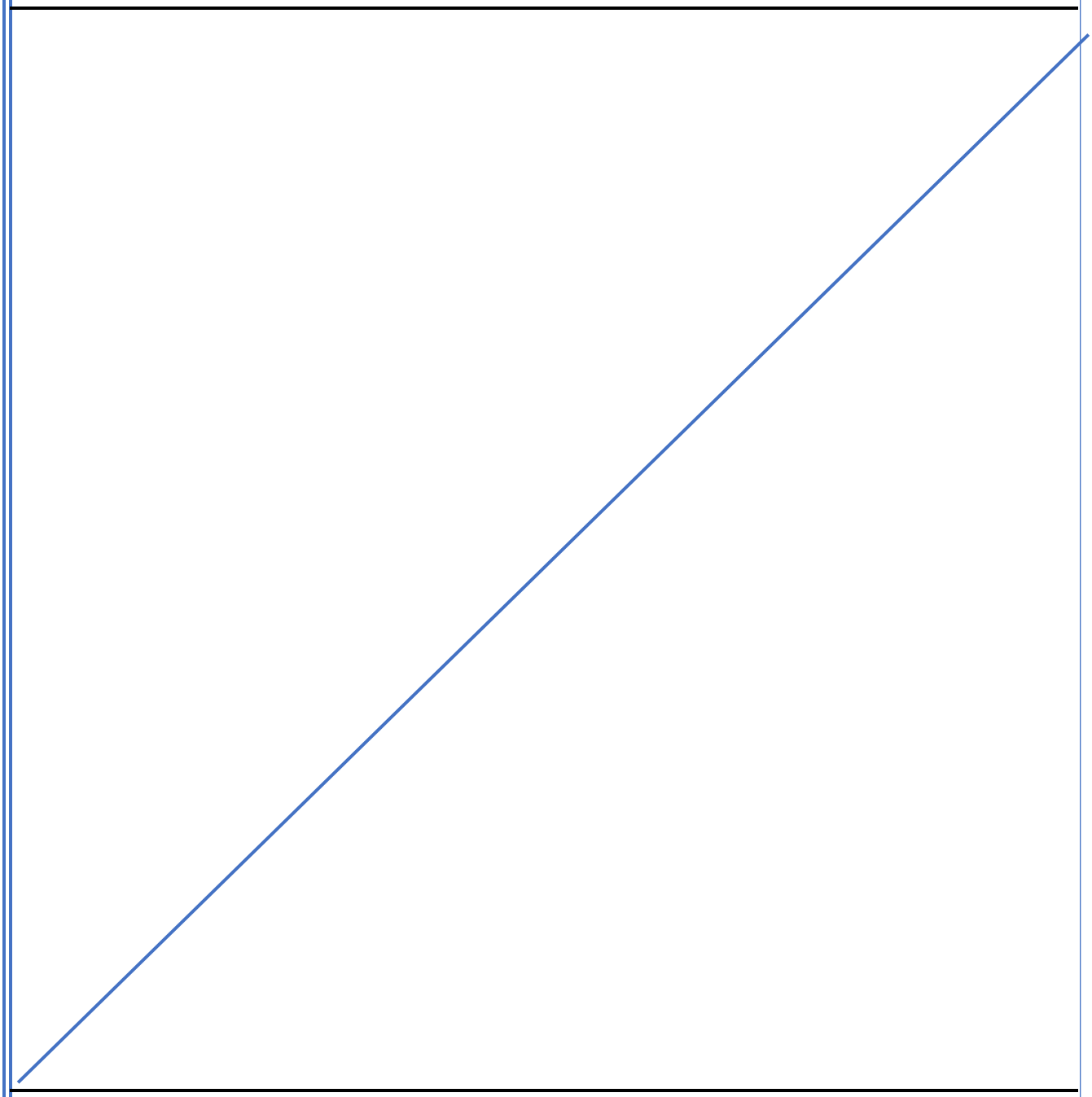
To acquire, in the name of the People of the State of California, in fee simple

**APPROVED AS TO FORM AND PROCEDURE** **APPROVAL RECOMMENDED**

**Attorney, Department of Transportation** **DIVISION OF RIGHT OF WAY**

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

The real property or interests in real property, which the Department of Transportation is by this resolution authorized to acquire, is situated in the County of Merced, State of California, Highway 10-Mer-165 and described as follows:



# EXHIBIT "A"

Parcel 16857-1A

For State highway purposes, that portion of real property described in that Trust Transfer Deed recorded June 17, 2016 as Document Number 2016019715, Official Records of Merced County, situated in the southwest quarter of Section 13, T. 10 S., R. 10 E., M.D.M., said portion described as follows:

All that portion of said real property lying westerly of a line that is 41.50 feet easterly, measured at right angles, and parallel with the westerly line of said Section 13.

TOGETHER WITH the underlying fee interest, if any, contiguous to the above described property in and to the adjoining State Highway Route 10-MER-165.

EXCEPTING the underlying fee interest, if any, contiguous to the above described property in and to the adjoining State Highway Route 10-MER-165.

Parcel 16857-1B

TOGETHER WITH the underlying fee interest, if any, contiguous to the above described property in and to the adjoining State Highway Route 10-MER-165.

Parcel 16857-2

A temporary easement for construction purposes described as follows:

A 2-foot strip of land upon, over and across that real property described in that Trust Transfer Deed recorded June 17, 2016 as Document Number 2016019715, Official Records of Merced County, the west line of said strip being parallel with and 41.50 feet easterly of the West line of Section 13, Township 10 South, Range 10 East, M.D.M.

Rights to the above described temporary easement shall cease and terminate on December 1, 2022. Said rights may also be terminated prior to the above date by STATE upon notice to OWNER.

**TRANSPORTATION COMMISSION**
**RESOLUTION NO.**

# C-21753

CALIFORNIA TRANSPORTATION COMMISSION
RESOLUTION OF NECESSITY
TO ACQUIRE CERTAIN REAL PROPERTY
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
HIGHWAY 10-Mer-165-PM 9.10 PARCEL 16858-1, 2
OWNER: Rose Marie Martin, Surviving Trustee of The Alvin and Rose Marie Martin 2008 Trust, dated January 14, 2008

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;

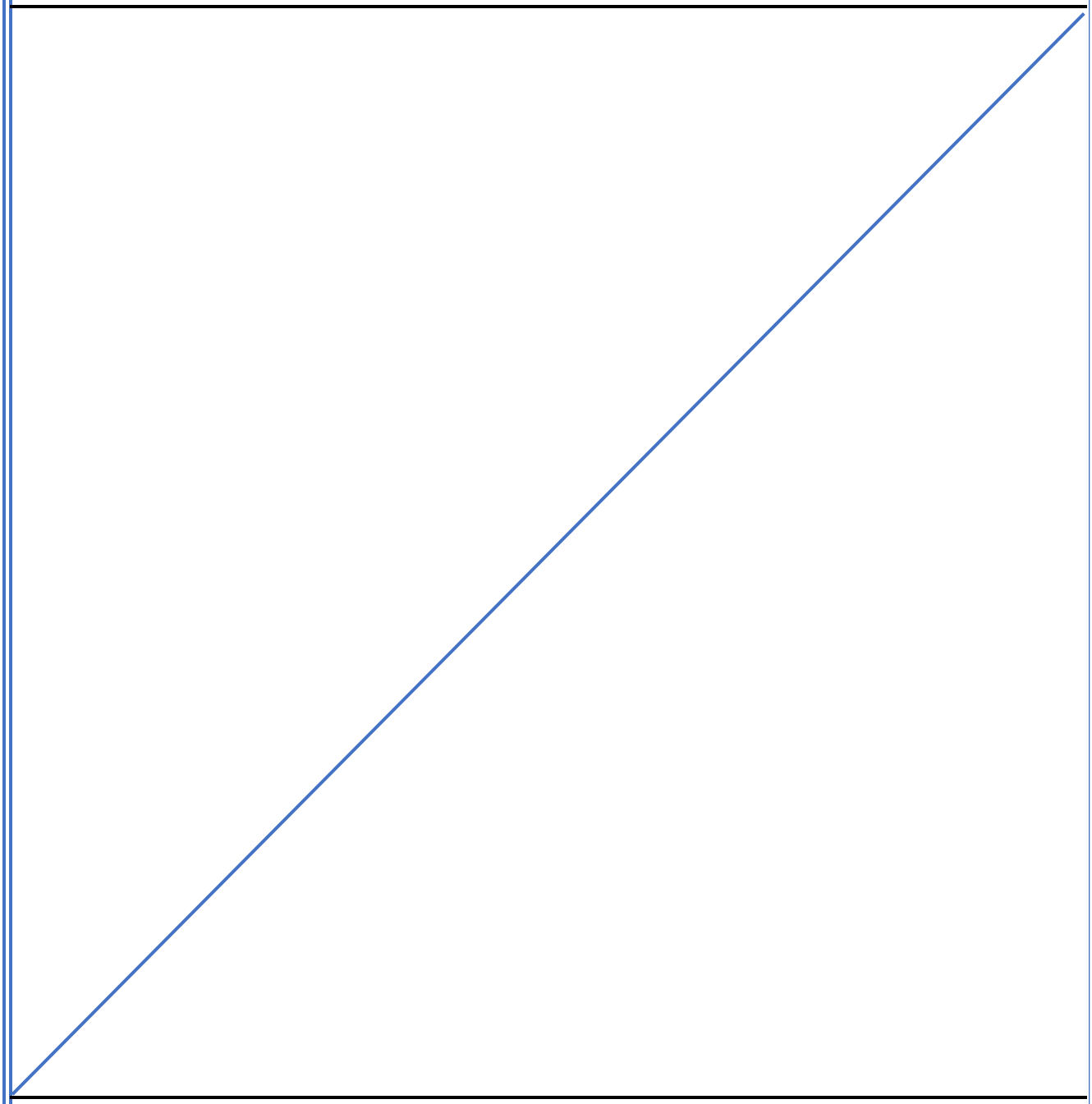
To acquire, in the name of the People of the State of California, in fee simple

**APPROVED AS TO FORM AND PROCEDURE** **APPROVAL RECOMMENDED**

**Attorney, Department of Transportation** **DIVISION OF RIGHT OF WAY**

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

The real property or interests in real property, which the Department of Transportation is by this resolution authorized to acquire, is situated in the County of Merced, State of California, Highway 10-Mer-165 and described as follows:



Parcel 16858-1A

For State Highway Purposes, a portion of the real property described in that Affidavit-Death of Trustee/Settlor recorded December 30, 2009 as Document Number 2009-062426, Official Records of Merced County, situated in the southwest quarter of Section 13, T. 10 S., R. 10 E., M.D.M. said portion described as follows:

All that portion of said real property lying westerly of a line that is 41.50 feet easterly, measured at right angles, and parallel with the westerly line of said Section 13.

EXCEPTING the underlying fee interest, if any, contiguous to the above described property in and to the adjoining State Highway Route 10-MER-165.

Parcel 16858-1B

TOGETHER WITH the underlying fee interest, if any, contiguous to the above described property in and to the adjoining State Highway Route 10-MER-165.

Parcel 16858-2

For State Highway Purposes, a temporary easement for construction purposes.

A 2-foot strip of land upon, over and across that real property described in that Affidavit-Death of Trustee/Settlor recorded December 30, 2009 as Document Number 2009-062426, Official Records of Merced County, the west line of said strip being parallel with and 41.50 feet easterly of the West line of Section 13, Township 10 South, Range 10 East, M.D.M.

Together with a strip of land 24 feet in width upon, over and across said real property, the east line of said strip being parallel with and 45.50 feet easterly of the West line of said Section 13, said strip lying 12 feet on each side of the centerline of an existing driveway, said centerline being 35.5 feet, more or less, northerly of the southerly line of said real property.

Together with a strip of land 18 feet in width upon, over and across said real property, the east line of said strip being parallel with and 45.50 feet easterly of the West line of said Section 13, said strip lying 9 feet on each side of the centerline of an existing driveway, said centerline being 4.7 feet, more or less, northerly of the northerly line of said real property.

Excepting therefrom all that portion of said real property lying westerly of a line that is parallel with and 41.50 feet easterly of the West line of said Section 13.

Rights to the above described temporary easement shall cease and terminate on December 1, 2022. Said rights may also be terminated prior to the above date by STATE upon notice to OWNER.

**TRANSPORTATION COMMISSION**
**RESOLUTION NO.**

# C-21754

CALIFORNIA TRANSPORTATION COMMISSION
RESOLUTION OF NECESSITY
TO ACQUIRE CERTAIN REAL PROPERTY
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
HIGHWAY 11-Imp-98-PM 32.3 PARCEL 35585-1, 2
OWNER: Tesoro Sierra Properties, 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;

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

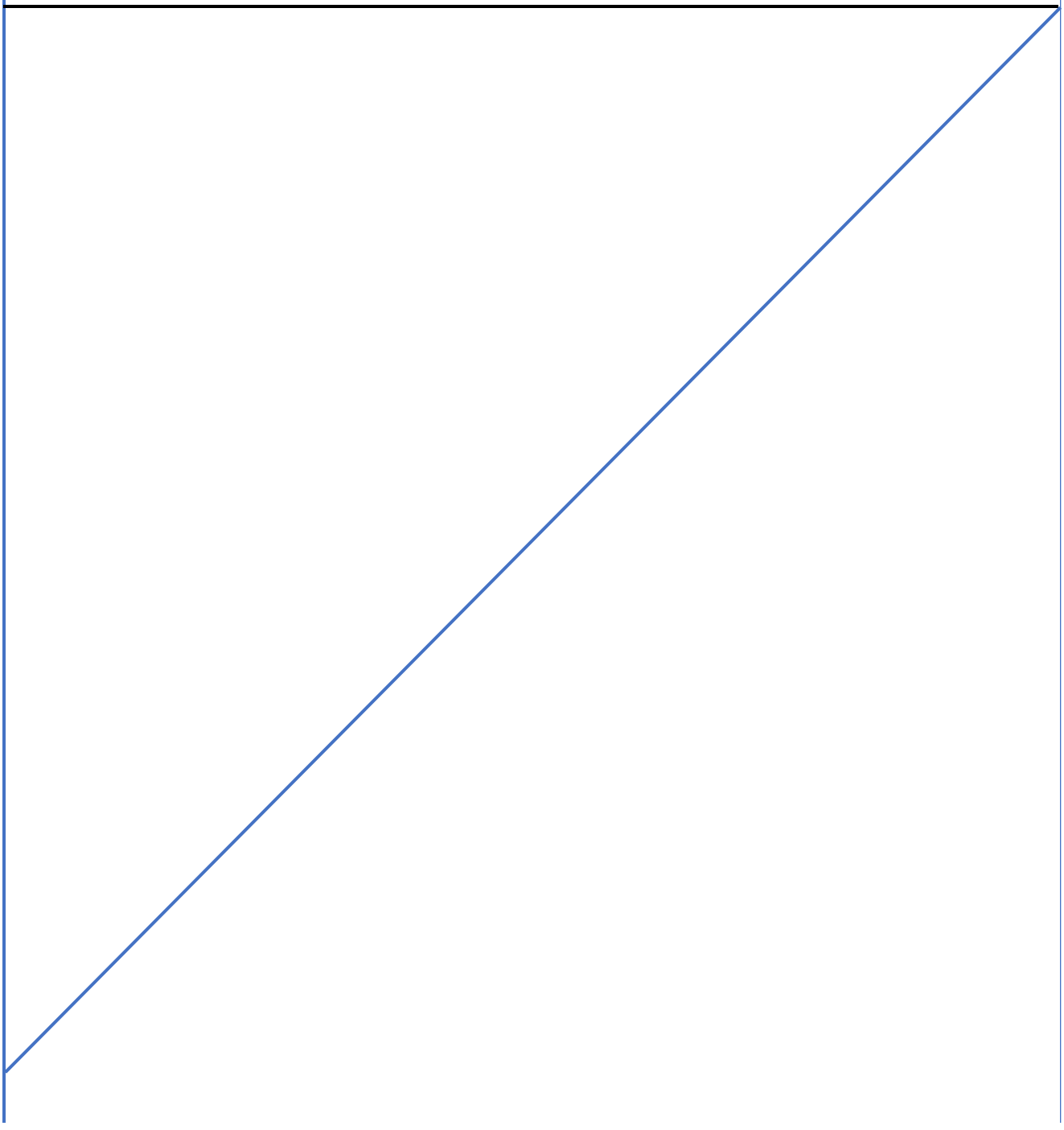
RESOLVED by this Commission that the Department of Transportation be and said Department is hereby authorized and empowered;

To acquire, in the name of the People of the State of California, in fee simple

| **APPROVED AS TO FORM AND PROCEDURE** | **APPROVAL RECOMMENDED** |
|---|---|
| **Attorney, Department of Transportation** | **DIVISION OF RIGHT OF WAY** |

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

The real property or interests in real property, which the Department of Transportation is by this resolution authorized to acquire, is situated in the County of Imperial, State of California, Highway 11-Imp-98 and described as follows:



**PARCEL 35585-1**

For State Highway Purposes, an EASEMENT FOR HIGHWAY PURPOSES, upon over, under and across that portion of Lot 11 of Block 6 of the Re-Subdivision of Blocks 6, 7 and 10 of the Amended Plat of Calexico, in the City of Calexico, County of Imperial, State of California, filed as Map No. 19 in the Office of the County Recorder of Imperial County, being described as follows:

**BEGINNING** at the intersection of the West Line of said Lot 11 and the Southerly Right-of-Way of State Route 202, Section CLx, as described in the Highway Deed to the State of California, recorded April 8, 1937, in Book 454. Page 132, in said Office of County Recorder, now known as 11-IMP-98 (also known as East Birch Street); thence (1) along said West Line, S.00$^0$23'22"E., 12.86 feet to the beginning of a non-tangent 32.00 foot radius curve, concave Easterly; thence (2) leaving said West Line, Northerly 10.89 feet along the arc of said curve from a tangent that bears N.04$^0$24'42"E., through a central angel of 19$^0$30'23" to the beginning of a compound 8.00 foot radius curve, concave Southeasterly; thence (3) Northeasterly 3.05 feet along the arc of said curve, through a central angle of 21$^0$52'43", to said Southerly Right-of Way; thence (4) along said Southerly Right-of-Way, S.88$^0$10'18"W., 4.47 feet to the **POINT OF BEGINNING.**

**PARCEL 35585-2**

For State Highway Purposes, a TEMPORARY EASEMENT FOR CONSTRUCTION PURPOSES, upon, over, under and across that portion of Lot 11 and 12 of Block 6 of the Re-Subdivision of Blocks 6, 7 and 10 of the Amended Plat of Calexico, in the City of Calexico, County of Imperial, State of California, filed as Map 19 in the Office of the County Recorder of Imperial County, being described as follows:

**BEGINNING** at the intersection of the West Line of said Lot 11 and the Southerly Right-of-Way of State Route 202, Section CLx, as described in the Highway Deed to the State of California, recorded April 8, 1937, in Book 454. Page 132, in said Office of County Recorder, now known as 11-IMP-98 (also known as East Birch Street); thence (5) along the West Line of said Lots 11 and 12, S.00$^0$23'22"E., 33.17 feet; thence (6) leaving perpendicular to said West Line N.89$^0$36'38"E., 14.86 feet; thence (7) North, 16.13 feet; thence (8) N.52$^0$40'10"E., 29.99 feet to said Southerly Right-of-Way; thence (9) along said Southerly Right-of-Way, S.88$^0$10'18"W., 38.94 feet to the **POINT OF BEGINNING.**

**EXCEPTING THEREFROM** that portion described hereinabove in "**PARCEL 35585-1"**.

Rights to the above described temporary easement shall cease and terminate on December 31, 2022. Said rights may also be terminated prior to the above date by the STATE upon notice to the OWNER.

Bearings and distances are based on the California Coordinate System of 1983, Zone 6, HPGN Epoch 1991.35. Divide all distances by 1.000024 to obtain ground level distances.

**TRANSPORTATION COMMISSION**
**RESOLUTION NO.**

# C-21755

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 37243-1, 2
OWNER: The Pentecostal Church of God of America, Northern District of California, a California Corporation also known of record as the Pentecostal Church of God, Northern District of California, a California Corporation

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

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

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

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

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

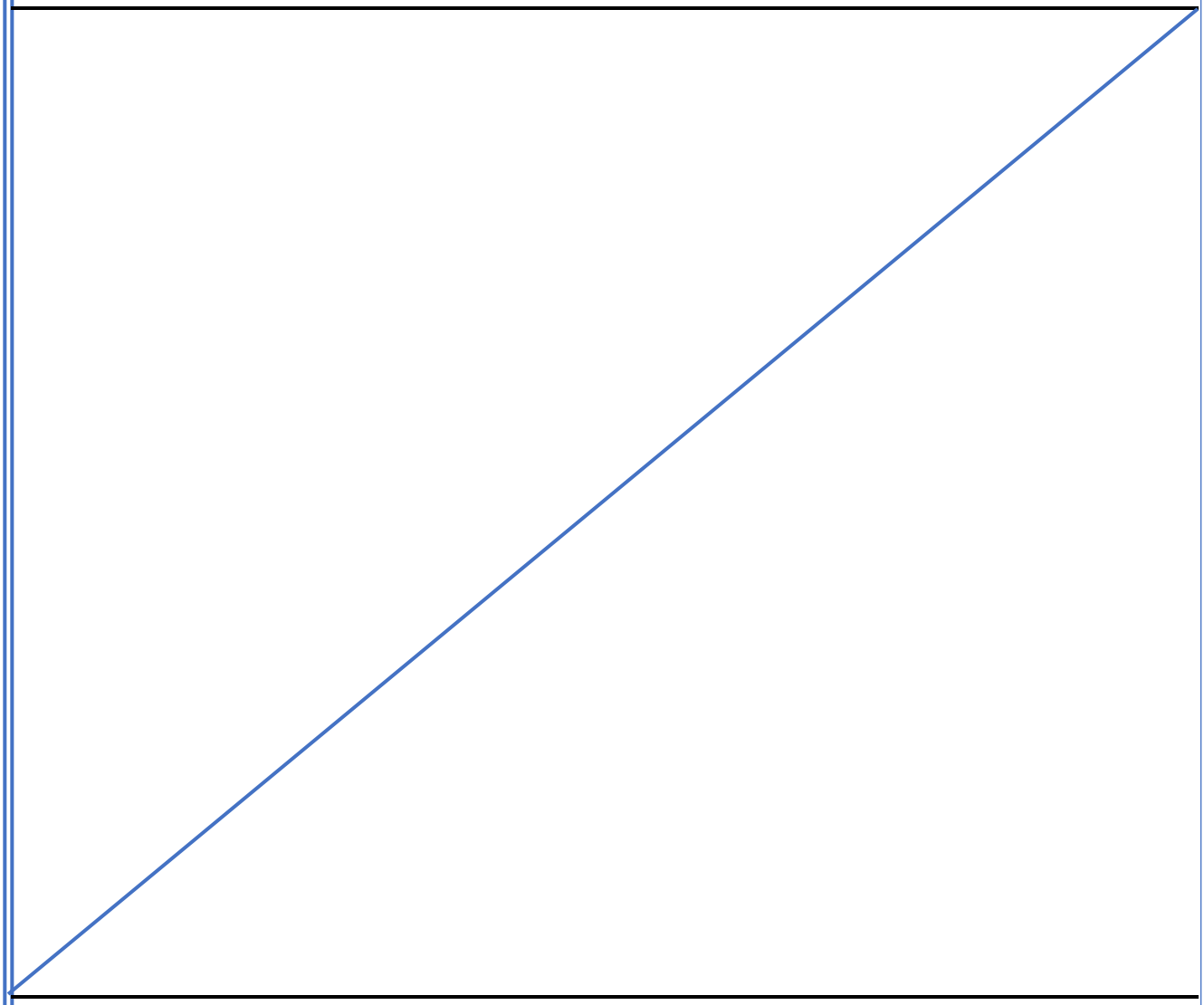
The offer required by Section 7267.2 of the Government Code has been made to the owner or owners of record; and be it further

| **APPROVED AS TO FORM AND PROCEDURE** | **APPROVAL RECOMMENDED** |
|---|---|
| **Attorney, Department of Transportation** | **DIVISION OF RIGHT OF WAY** |

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

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

The real property or interests in real property, which the Department of Transportation is by this resolution authorized to acquire, is situated in the County of Sutter, State of California, Highway 03-Sut-99 and described as follows:



**PARCEL 37243-1:** A temporary easement for construction purposes and incidents thereto in and to that certain real property situate in the City of Live Oak, County of Sutter, State of California, in the northwest quarter of Section 32, Township 17 North, Range 3 East, M.D.M, as projected within the bounds of Boga Rancho and as described in that certain Corporation Grant Deed recorded December 9, 2002 as Document No. 2002-0025255, Official Records of said County described as follows:

**Commencing** at a 1/2" rebar with plastic cap stamped "MHM LS 3341" marking a point on the northeasterly right-of-way line of State Highway 99 (Live Oak Boulevard), said point also being on the westerly right-of-way line of Adeline Avenue shown as "Adline Avenue" (60 feet wide) on that certain plat entitled "Melton Tract" filed August 11, 1950 in Book 8 of Surveys, Page 34, Sutter County Records; Thence leaving said northeasterly right-of-way line North 00°05'22" West, along the westerly right-of-way line of Adeline Avenue, 19.06 feet to a point thereon and **Point of Beginning**; Thence from said Point of Beginning and continuing along said westerly right-of-way line North 00°05'22" West, 56.44 feet to a point thereon; Thence leaving said westerly right-of-way line North 89°22'42" West, 33.36 feet; Thence South 26°34'40" East, 20.41 feet; Thence North 65°07'29" East 5.64 feet; Thence South 25°08'27" East, 45.20 feet to the **Point of Beginning**.

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 37243-2:** For State Highway purposes, all that certain real property situate in the City of Live Oak, County of Sutter, State of California, in the northwest quarter of Section 32, Township 17 North, Range 3 East, M.D.M, as projected within the bounds of Boga Rancho and as described in that certain Corporation Grant Deed recorded December 9, 2002 as Document No. 2002-0025255, Official Records of said County and lying southwesterly of the following described line:

**Commencing** at a spike and washer marking the North 1/4 corner of said Section 32, as said monument is shown on that certain Parcel Map No. 982 dated October 31, 2000 and filed December 8, 2000 in Book 6 of Parcel Maps, Page 62, Sutter County Records; Thence along the north line of said Section 32, South 88°56'05" West, 1800.35 feet to a concrete highway monument with brass washer marking a point on the northeasterly right of way line of State Highway 99 (Live Oak Boulevard), as said monument is shown on said Parcel Map No. 982, Sutter County Records; Thence along said northeasterly right of way line South 30°04'53" East, 1701.94 feet to a point thereon and the **Point of Beginning**; Thence from said **Point of Beginning** and leaving said northeasterly right of way line North 62°57'10" East, 6.01 feet; Thence South 30°35'50" East, 15.99 feet; Thence South 31°48'49" East, 169.46 feet; Thence South 29°19'37" East, 174.52 feet; Thence South 30°38'52" East, 183.79 feet; Thence South 28°35'55" East, 132.54 feet; Thence South 30°03'45" East, 20.43 feet; Thence South 60°13'17" West, 2.63 feet; Thence South 26°34'40" East, 143.82 feet; Thence North 65°07'29" East, 5.64 feet;

Thence South 25°08’27” East, 45.20 feet to the westerly right of way line of Adeline Avenue shown as “Adline Avenue” (60 feet wide) on that certain plat entitled “Melton Tract” filed August 11, 1950 in Book 8 of Surveys, Page 34, Sutter County Records;

Thence along said westerly right of way line of Adeline Avenue South 0°05’22” East 19.06 feet to a 1/2 inch rebar with plastic cap stamped “MHM LS 3341” marking a point on the northeasterly right of way line of State Highway 99 (Live Oak Boulevard), said point being the **POINT OF TERMINUS**, from which point a PK nail and brass washer stamped “MHM LS 3341” bears North 0°05’22” West 105.73 feet, as said monuments were set as shown on unrecorded survey entitled “Plat 90-733” dated January 4,1991 as prepared and provided by MHM Inc., Marysville, California.

The bearings and distances used in the above descriptions 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

**TRANSPORTATION COMMISSION**
**RESOLUTION NO.**

# C-21735

CALIFORNIA TRANSPORTATION COMMISSION
RESOLUTION OF NECESSITY
TO ACQUIRE CERTAIN REAL PROPERTY
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
HIGHWAY 03-Nev-174-PM 3.40 PARCEL 36745-1, 2, 3, 4
OWNER: Joshua D. Henslee, a single man

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

The hereinafter described real property is necessary for State Highway purposes and is to be acquired by eminent domain pursuant to Streets and Highways Code Section 102; and Code of Civil Procedure Section 1240.320 in that a portion of the property is being acquired for conveyance to American Telephone and Telegraph for utility 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;

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;

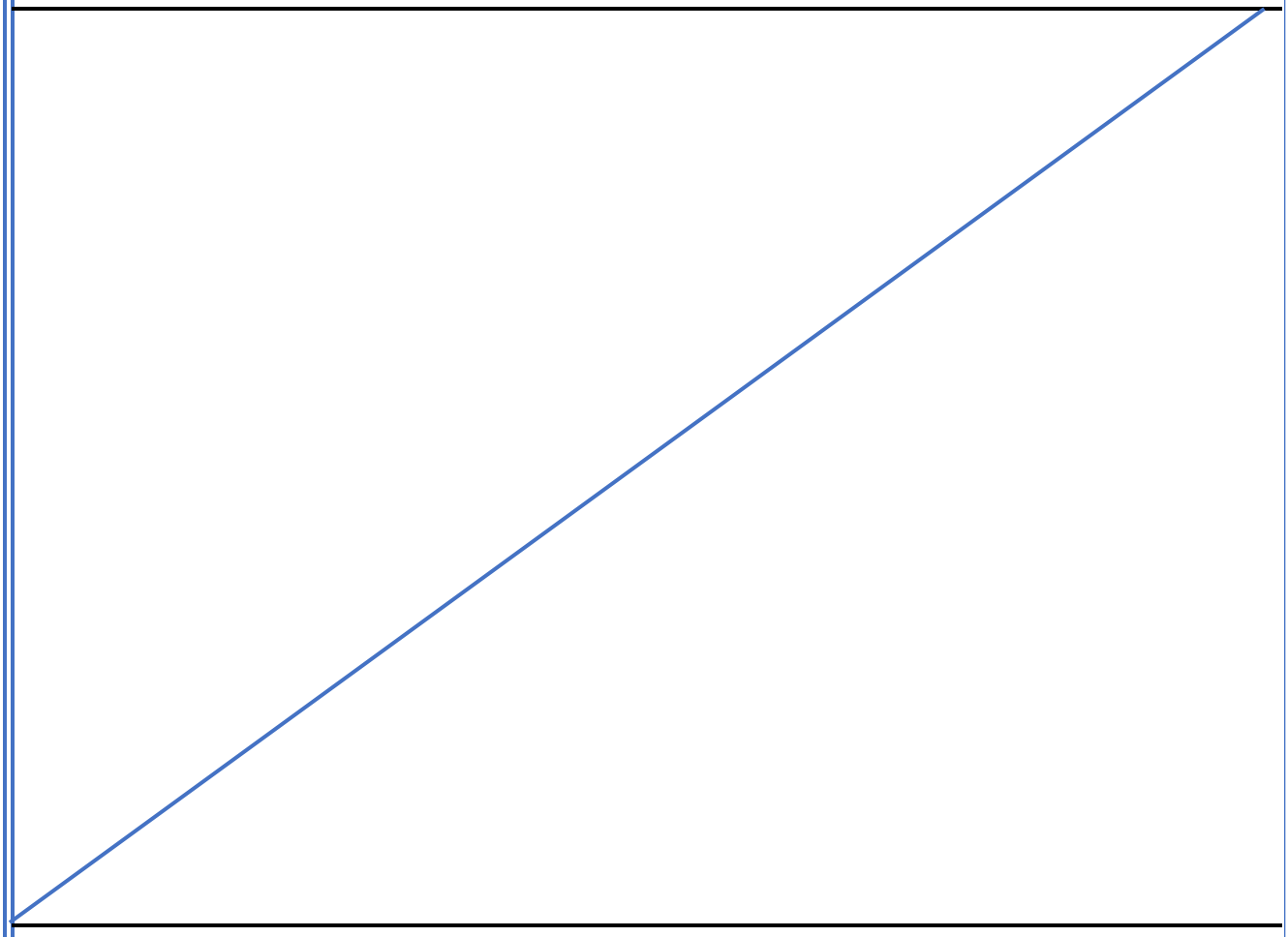
| **APPROVED AS TO FORM AND PROCEDURE** | **APPROVAL RECOMMENDED** |
|---|---|
| **Attorney, Department of Transportation** | **DIVISION OF RIGHT OF WAY** |

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

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

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

The real property or interests in real property, which the Department of Transportation is by this resolution authorized to acquire, is situated in the County of Nevada, State of California, Highway 03-Nev-174 and described as follows:



**TRANSPORTATION COMMISSION**
**RESOLUTION NO.**

# C-21736

CALIFORNIA TRANSPORTATION COMMISSION
RESOLUTION OF NECESSITY
TO ACQUIRE CERTAIN REAL PROPERTY
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
HIGHWAY 03-Nev-174-PM 3.96 PARCEL 36720-1, 2, 3, 4
OWNER: Reginald D. King and Betty C. King, Trustee(s)
of The Reginald D. King and Betty C. King Family
Trust created on December 17, 1992

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

The hereinafter described real property is necessary for State Highway purposes and is to be acquired by eminent domain pursuant to Streets and Highways Code Section 102; and Code of Civil Procedure Section 1240.320 in that a portion of the property is being acquired for conveyance to Pacific Gas and Electric Company and American Telephone & Telegraph for utility purposes; 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;

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 |

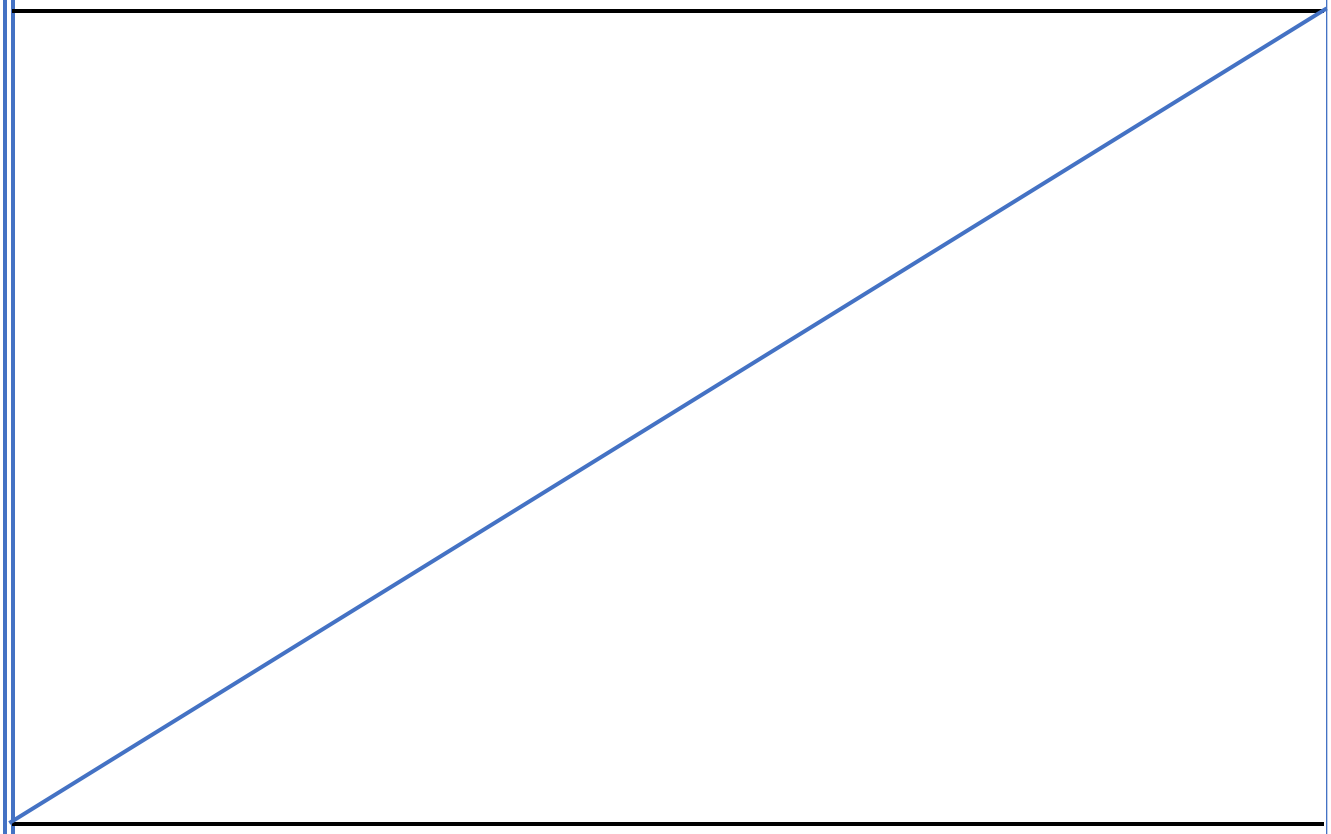
The property sought to be acquired and described by this resolution is necessary for the public project;

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;

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

The real property or interests in real property, which the Department of Transportation is by this resolution authorized to acquire, is situated in the County of Nevada, State of California, Highway 03-Nev-174 and described as follows:



**TRANSPORTATION COMMISSION**
**RESOLUTION NO.**

# C-21738

CALIFORNIA TRANSPORTATION COMMISSION
RESOLUTION OF NECESSITY
TO ACQUIRE CERTAIN REAL PROPERTY
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
HIGHWAY 03-Nev-174-PM 4.24 PARCEL 36723-1, 2, 3, 4
OWNER: Mary E. Johnson, as Trustee of the Mary E. Johnson Revocable Trust Dated January 30, 2014 and Donald T. Sawyer and Linda L. Sawyer, as Trustee of the Donald and Linda Sawyer Family Trust UTD October 31, 2013, as Tenants in Common

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

The hereinafter described real property is necessary for State Highway purposes and is to be acquired by eminent domain pursuant to Streets and Highways Code Section 102; and Code of Civil Procedure Section 1240.320 in that a portion of the property is being acquired for conveyance to Pacific Gas and Electric Company and American Telephone and Telegraph for utility purposes; 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;

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;

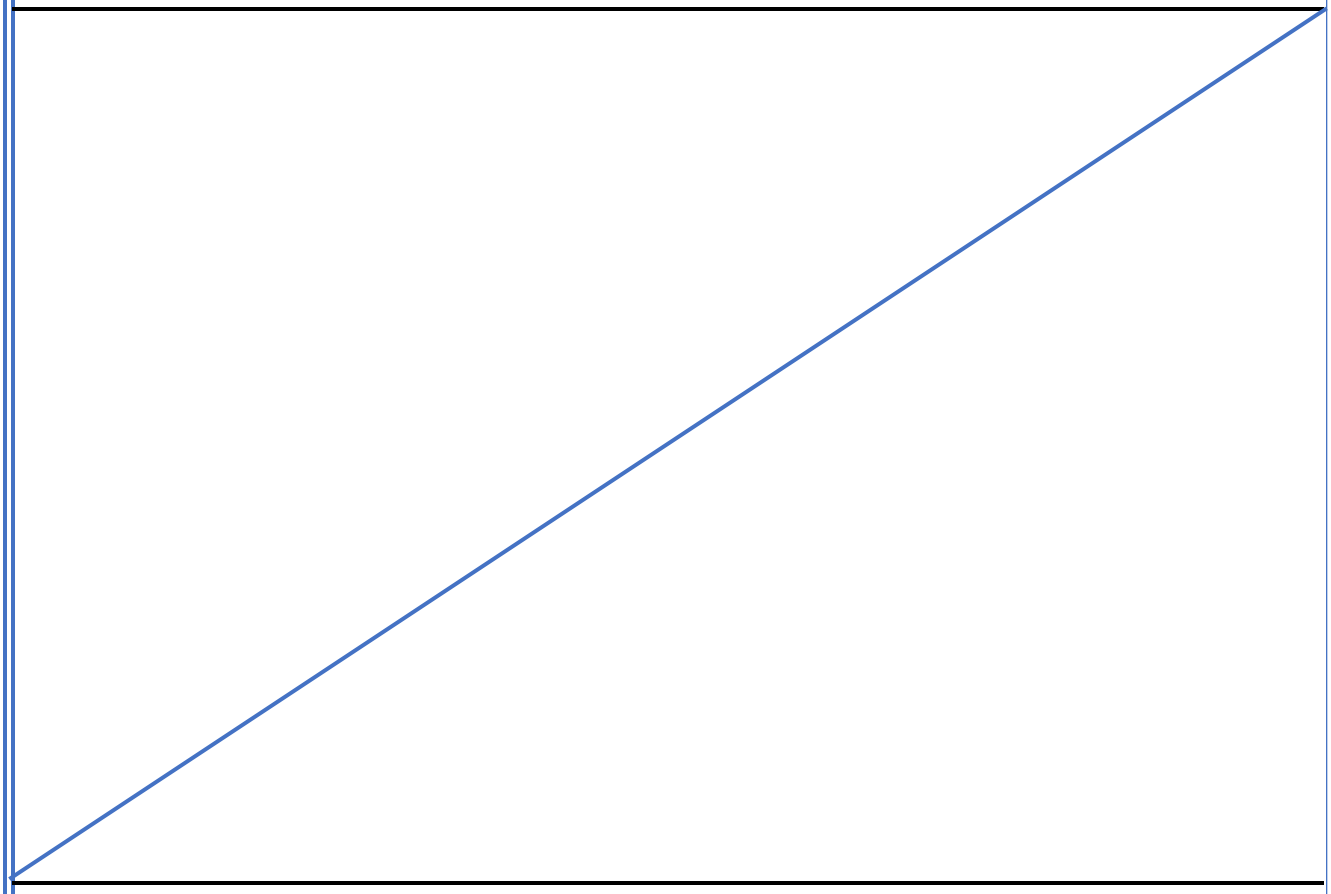
| **APPROVED AS TO FORM AND PROCEDURE** | **APPROVAL RECOMMENDED** |
|---|---|
| **Attorney, Department of Transportation** | **DIVISION OF RIGHT OF WAY** |

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

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

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

The real property or interests in real property, which the Department of Transportation is by this resolution authorized to acquire, is situated in the County of Nevada, State of California, Highway 03-Nev-174 and described as follows:



**TRANSPORTATION COMMISSION**
**RESOLUTION NO.**

# C-21741

CALIFORNIA TRANSPORTATION COMMISSION
RESOLUTION OF NECESSITY
TO ACQUIRE CERTAIN REAL PROPERTY
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
HIGHWAY 06-Ker-204-PM 3.35 PARCEL 88033-1, 2, 3
OWNER: Rudnick Family Investments, LLC, SOS Suspended

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;

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

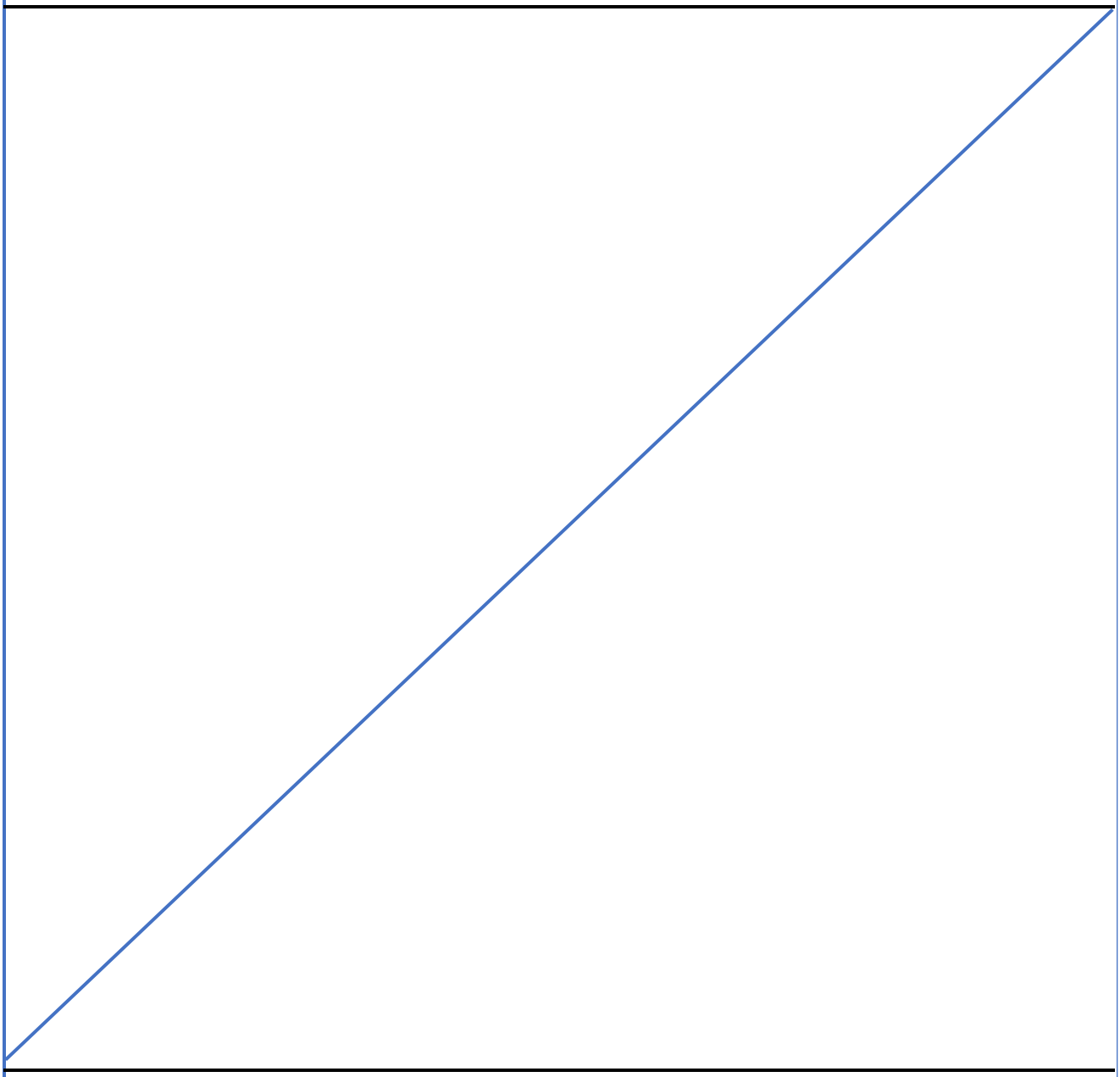
RESOLVED by this Commission that the Department of Transportation be and said Department is hereby authorized and empowered;

**APPROVED AS TO FORM AND PROCEDURE** | **APPROVAL RECOMMENDED**

**Attorney, Department of Transportation** | **DIVISION OF RIGHT OF WAY**

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

The real property or interests in real property, which the Department of Transportation is by this resolution authorized to acquire, is situated in the County of Kern, State of California, Highway 06-Ker-204 and described as follows:



State of California
**DEPARTMENT OF TRANSPORTATION**

California State Transportation Agency

# MEMORANDUM

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

**CTC Meeting**: June 26-27, 2019

**From**: STEVEN KECK, Chief Financial Officer

**Reference Number**: 2.4d.(1), Action Item

**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 (SHC).

The Director's Deeds included in this item involve an estimated current value of $10,610,600. The State will receive a return of $15,655,600 from the sale of these properties. Corresponding maps are attached.

**DIRECTOR'S DEEDS:**

**01**-04-Ala-24 PM 2.4
Disposal Unit #DK 063968-X1-X1
Convey to: Accel Opportunity Fund VII LP, a California Limited Partnership

Oakland
5,400 s.f.
$59,500 (Appraisal $59,500)

Direct sale. Quitclaim of Departments' interest in an electrical utility line that is within a former city street. The City of Oakland has vacated this parcel which was formerly 44th Street between Martin Luther King Jr. Way and State Route 24 in Oakland. Owner of both adjacent properties is Accel Opportunity Fund VII LP who will relocate the transformer and PG&E electrical service feeder as a condition of this sale. By quitclaiming the Department's interest in the property, the Department will eliminate future liability and maintenance costs.

**02**-04-Ala-238/580 PM 14.9/31.0
Disposal Unit #DD 040692-01-01
Convey to: John C. Schaap Jr.

Alameda County
1,135 s.f.
$29,500 (Appraisal $29,500)

Direct sale. The parcel is too small for independent development according to the County of Alameda's zoning requirements. The parcel was offered to the only interested adjoining owner at the appraised value.

**03**-07-LA-5 PM 36.2
Disposal Unit #DE 77992-2
Convey to: Arky LLC, Blended Seven LLC, 12990 Pacoima LLC, et al.

Los Angeles
3,721 s.f.
$0
Appraisal Not Applicable (N/A)

Direct conveyance for no monetary consideration. Conveyance is of an ingress and egrees easement per court-ordered Final Judgment in Condemnation No. BC 456319 filed by the Superior Court of California County of Los Angeles on November 5, 2013.

**04**-07-LA-138 PM 52.13
Disposal Unit #DD 76334-01-01
Convey to: Jose Eduardo Salazar Roca and Sheny Carolina Oliva as Joint Tenants

Palmdale
22,521 s.f.
$11,000
Public Sale Estimate (PSE) $11,000

Public sale. There were two bidders total and one active bidder that participated in the auction. Selling price represents the highest bid received at the public sale.

**05**-07-LA-138 PM 52.13 — Palmdale
Disposal Unit #DD 76338-01-01 — 37,447 s.f.
Convey to: Jose Eduardo Salazar Roca and Lesly Magaly Franco Custodio as Husband and Wife — $26,000 (PSE $26,000)

Public sale. There were two bidders total and one active bidder that participated in the auction. Selling price represents the highest bid received at the public sale.

**06**-10-Mer-140 PM 37.2 — Merced County
Disposal Unit #DD 15260-01-01 — 0.30 acre
Convey to: Apostolic Assembly of the Faith in Christ Jesus, a California Non-profit Corporation — $500 (Appraisal $500)

Direct sale. Parcel was remnant from the Bradley Overpass project and is too small for independent development in the after condition. The parcel was offered to the only adjoining owner at the appraised value.

**07**-10-Mer-140 PM 37.4 — Merced County
Disposal Unit #DD 15261-02-01 — 0.45 acre
Convey to: Apostolic Tabernacle Inc. — $2,150 (Appraisal $2,150)

Direct sale. Parcel was remnant from the Bradley Overpass project and is irregularly shaped and too small for independent development in the after condition. The parcel was offered to the only adjoining owner at the appraised value.

**08**-10-Tuo-108 PM 2.9 — Tuolumne County
Disposal Unit #DD 009187-02-01 — 0.20 acre
Convey to: Family Trust of Dennis Loren and Marie Elenore Overholtzer — $250 (Appraisal $250)

Direct sale. Parcel is landlocked and incapable of independent development. Selling price represents the appraised value from the only interested adjoining owner.

**09**-10-Tuo-108 PM 4.4 — Tuolumne County
Disposal Unit #DE 009256-01-03 — 0.01 acre
Convey to: Tamara M. Polley and Douglas A. Poe, Trustees of the Poe 2003 Revocable Trust dated 6/12/2003 — $0 (Appraisal N/A)

Direct conveyance of an easement for no monetary consideration. The Department is perpetuating the rights of the neighboring parcel by easement to access and maintain the well providing water service to their parcel, but that is located on the Department's excess parcel. These rights were not perpetuated at the time of the original acquisition.

**10**-11-SD-15 PM 16.5 — San Diego
Disposal Unit #DD 10823-01-02 — 0.15 acre
Convey to: Scripps Townhomes Condominium Association — $2,700 (Appraisal $2,700)

Direct sale. This is a direct sale to the only adjoining owner of a landlocked and not independently developable parcel due to its location, size and shape. Selling price represents the appraised fair market value for the parcel.

**11**-11-SD-52 PM 14.9 — Santee
Disposal Unit #DD 22483-01-04 — 0.86 acre
Convey to: Royal Share, LLC — $543,000 (Appraisal $543,000)

Direct sale. This is a direct sale to a commercial tenant pursuant to SHC Section 118.1, who has made more than $5,000 in improvements on the parcel consistent with the terms of the lease. Tenancy started in 2005 and is in good standing. Selling price represents the appraised fair market value for the parcel.

**12**-11-SD-54 PM 10.2 — San Diego County
Disposal Unit #DD 20613-01-04 — 403,860 s.f.(9.27 acres)
Convey to: County of San Diego — $6,400,000 (Appraisal $6,400,000)

Direct sale. Direct sale is to a governmental agency for public purposes. Selling price represents the appraised value for the parcel.

**13**-11-SD-54 PM 13.4 — San Diego County
Disposal Unit #DD 20640-01-01 — 3.71 acres
Convey to: Emad Naem Yousif and Khiloud Kamal Yousif — $581,000 (PSE $300,000)

Public sale. Selling price represents the highest bid received via sealed bid public auction. There were four bids submitted.

**14**-11-SD-805 PM 26.0 — San Diego
Disposal Unit #DD 16202-01-02 — 2.48 acres
Convey to: UTC Hotel, Inc., a Wyoming Close Corporation as to an undivided 87.0% interest and Ina Freedom Self Storage, LLC, an Arizona Limited Liability Company as to an undivided 13.0% interest — $8,000,000 (PSE $3,236,000)

Public sale. Selling price represents the highest bid received at the sealed bid public auction. There were six sealed bids submitted.

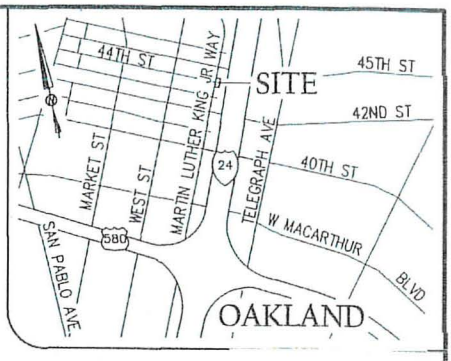
**15**-12-Ora-73 PM 23.7
Disposal Unit #DK 300141-01-12
Convey to: The Irvine Company LLC,
a Delaware limited liability company

Newport Beach
17,481 s.f.
$0 (Appraisal N/A)

Direct conveyance for no monetary consideration. Quitclaim of slope easement to underlying fee owner, the Irvine Company (TIC), pursuant to deed reservations as specified in Grant Deed No. 19960585938.

Attachments:

Exhibits 1A-15A - Parcel maps




# VICINITY MAP

NOT TO SCALE

45TH STREET (60' WIDE)

MARTIN LUTHER KING JR. WAY (80' WIDE)

(FORMERLY GROVE STREET)

N11°16'18"E 60.00'

MAP OF THE ALDEN TRACT AT TEMESCAL, BLOCK 21D1, (17 M 48)

STATE RIGHT OF WAY

ACCEL OPPORTUNITY FUND VII LP (2017-106035)

N78°39'00"W 90.00'

(RE:3901 IM:128)

30.00'

CENTER LINE OF 44TH STREET

(RE:3901 IM:128)

N78°39'00"W 90.00'

N11°16'18"E 60.00' (12°21'58")R-137A.10

ACCEL OPPORTUNITY FUND VII LP (2017-106037)

MAP OF THE RANCHOS OF V & D PERALTA (PLOT 36) (17 M 12)

STATE ROUTE 24 GROVE-SHAFTER FREEWAY

43RD STREET (60' WIDE)

## LEGEND

ACCESS PROHIBITED PER STATE OF CALIFORNIA RIGHT OF WAY RECORD MAP: R-137A.10

| | |
|---|---|
| P.O.B. | POINT OF BEGINNING |
| (T) | TOTAL |
| O.R. | OFFICIAL RECORDS |
| AC. | ACRES |
| R/W | RIGHT OF WAY |
| DOC.NO. | DOCUMENT NUMBER |
| APN. | ASSESSOR'S PARCEL NUMBER |
| T.C.E. | TEMPORARY CONSTRUCTION EASEMENT |

DK-063968-X1-X1

# SUBJECT PARCEL

**Quitclaim of Caltrans Interest in Electric Utility Line**

ORDINANCE NO. 9130 C.M.S.
(75-30665)
(REEL: 3901 IMAGE: 128)
AREA: 5,400± SQ. FT.

LICENSED LAND SURVEYOR
RYAN C. ENGEL
No. 9022
STATE OF CALIFORNIA

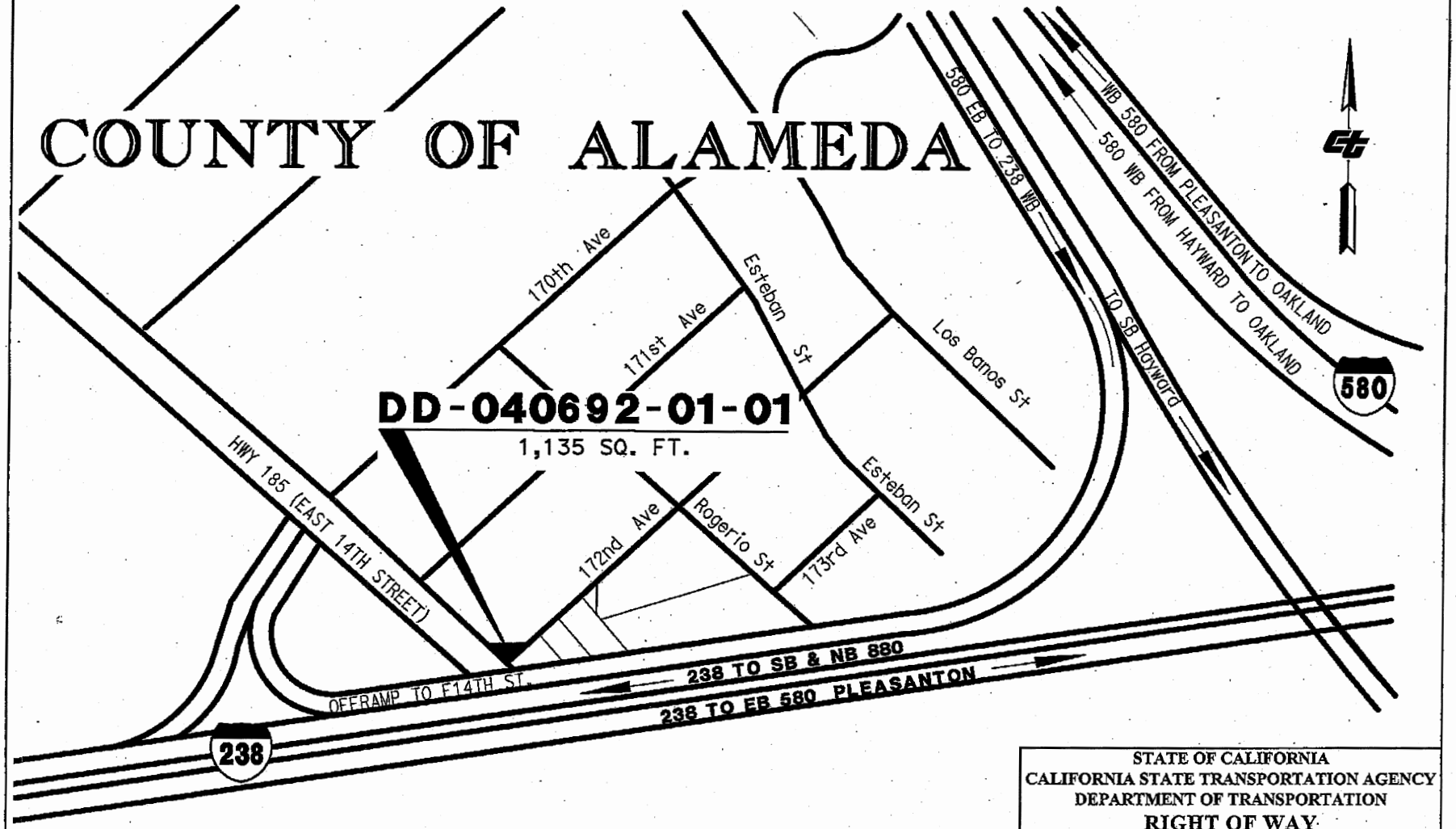
RYAN C. ENGEL, L.S. 9022
DATE: AUGUST 17, 2018
REV1: APRIL 13, 2019
REV2: APRIL 22, 2019

# EXHIBIT "B"

4-ALA-24-PM 2.4

SHT. 1 OF 1 44TH MLK3289.DWG JOB NO. 17-3289

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.



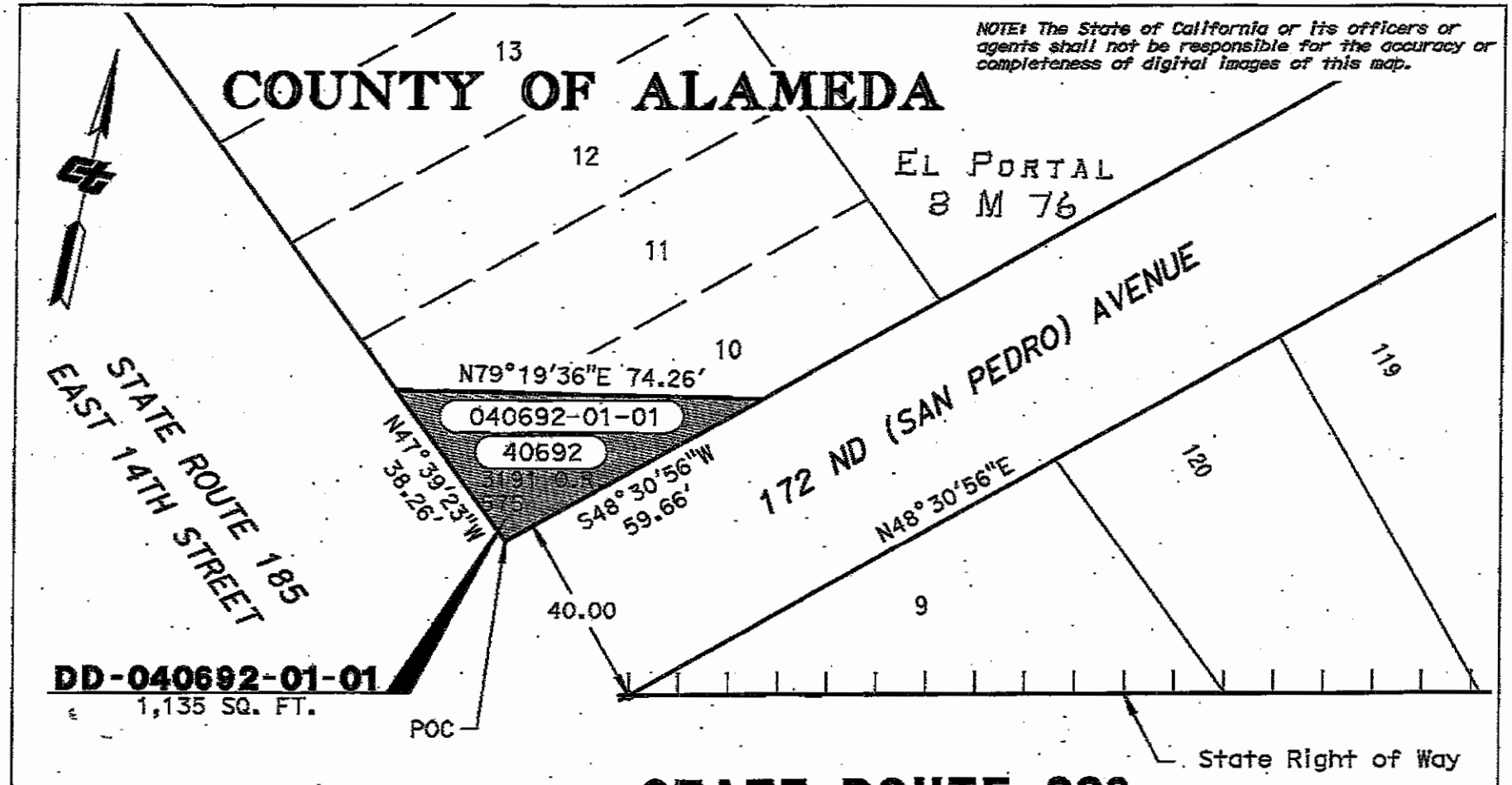

STATE OF CALIFORNIA
CALIFORNIA STATE TRANSPORTATION AGENCY
DEPARTMENT OF TRANSPORTATION

**RIGHT OF WAY**
**DIRECTOR'S DEED**
**DD-040692-01-01**
**VICINITY MAP**
NO SCALE

R-93X.0
R-59.0

| DRAFTED BY | DATE | DISTRICT | COUNTY | ROUTE | SHEET PM | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|---|
| CH | 01-29-2018 | 04 | ALA | 238/580 | 14.9/31.0 | 1 | 2 |

2A




| NOTES | LEGEND |
|---|---|
| Coordinates and bearings are on CCS-27 Zone 3. Distances and stationing are grid distances. Divide by 1.0000759 to obtain ground distances. All distances are in feet unless otherwise noted. | ACCESS PROHIBITED<br>O DIMENSION POINT<br>O.R. OFFICIAL RECORDS<br>POC POINT OF COMMENCEMENT |

STATE OF CALIFORNIA
CALIFORNIA STATE TRANSPORTATION AGENCY
DEPARTMENT OF TRANSPORTATION

**RIGHT OF WAY**
**DIRECTOR'S DEED**
**DD-040692-01-01**
**DISTRICT 4**

SCALE: 1" = 30'

FEET 0 15 30 60

| DRAFTED BY | DATE | DISTRICT | COUNTY | ROUTE | SHEET PM | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|---|
| CH | 01-29-2018 | 04 | ALA | 238/5880 | 14.9/31.0 | 2 | 2 |

R-93X.2 & .6b
R-59.3 & .4

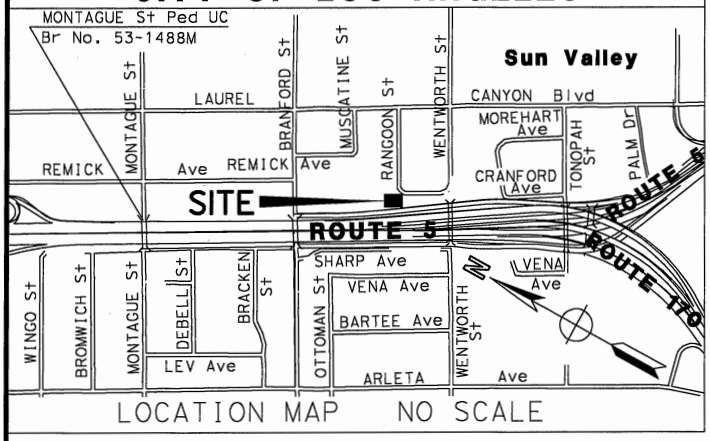
2B

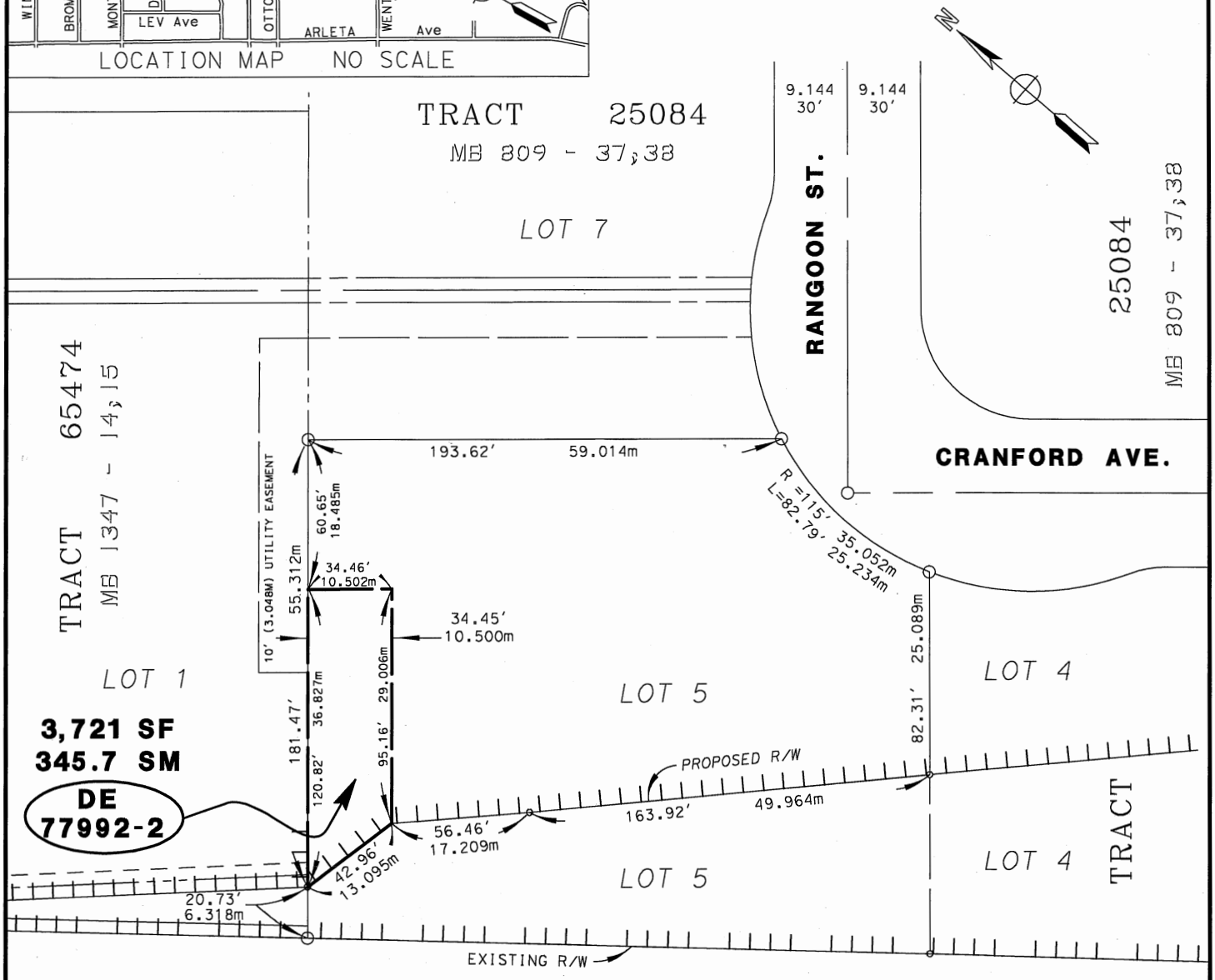
# CITY OF LOS ANGELES

| DIST | COUNTY | ROUTE | PM/KP |
|---|---|---|---|
| 07 | LA | 5 | 36.2/58.2 |

**PARCEL NO.** **CALCULATED AREA**

**DE 77992-2** **345.7 SM** **3,721 SF**




**STATE OF CALIFORNIA-DEPARTMENT OF TRANSPORTATION-DISTRICT 07**

**PLAT ACCOMPANYING**

# DIRECTOR'S DEED DE 77992-2

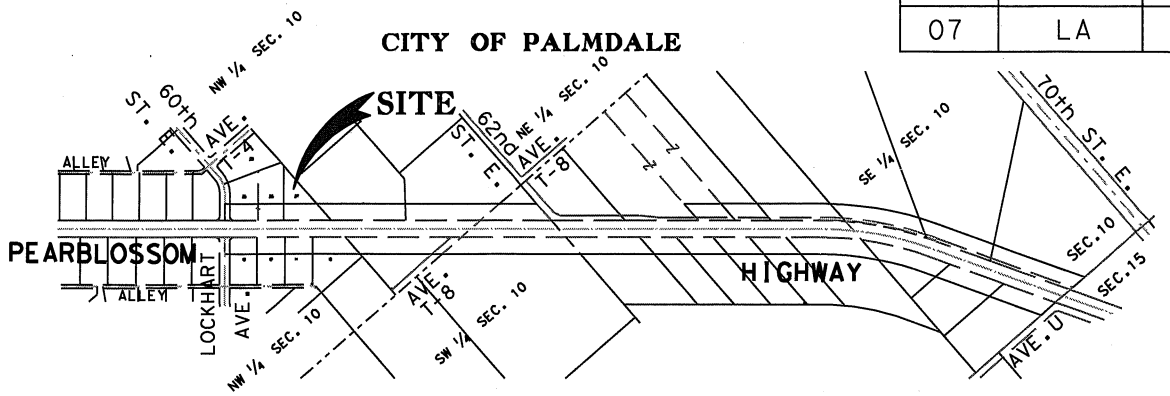
**REF. MAP: R/W MAP NO. F1297-1B**

**SCALE: NONE**

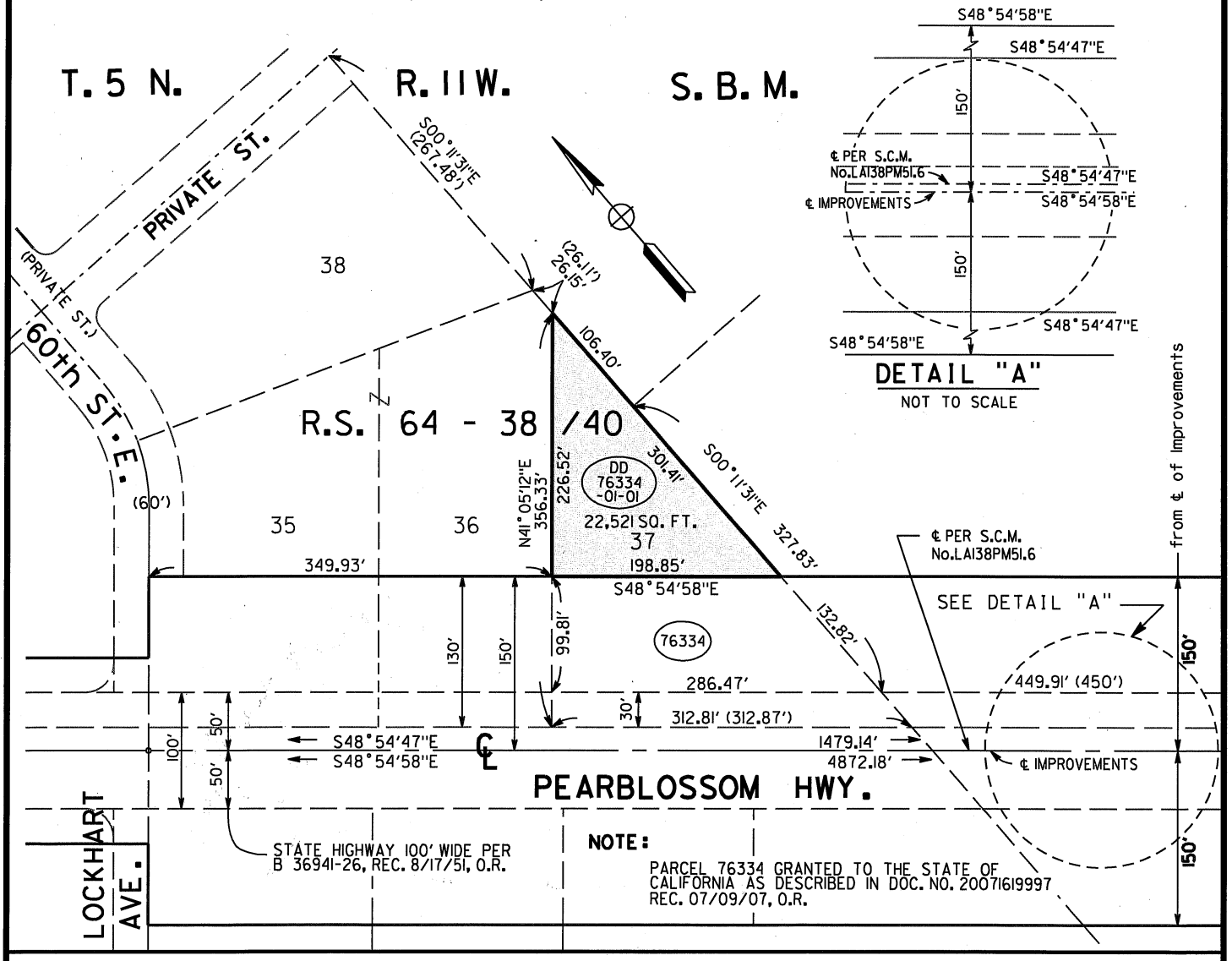
**DRWN: ST CHKD: FC**

**DATE: 1-15-2019**

| DIST | COUNTY | ROUTE | POST MILE |
|---|---|---|---|
| 07 | LA | 138 | 52.13 |




LOCATION MAP
(NO SCALE)




**STATE OF CALIFORNIA-DEPARTMENT OF TRANSPORTATION-DISTRICT 07**

**PLAT ACCOMPANYING**

# DIRECTOR'S DEED DD 76334-01-01

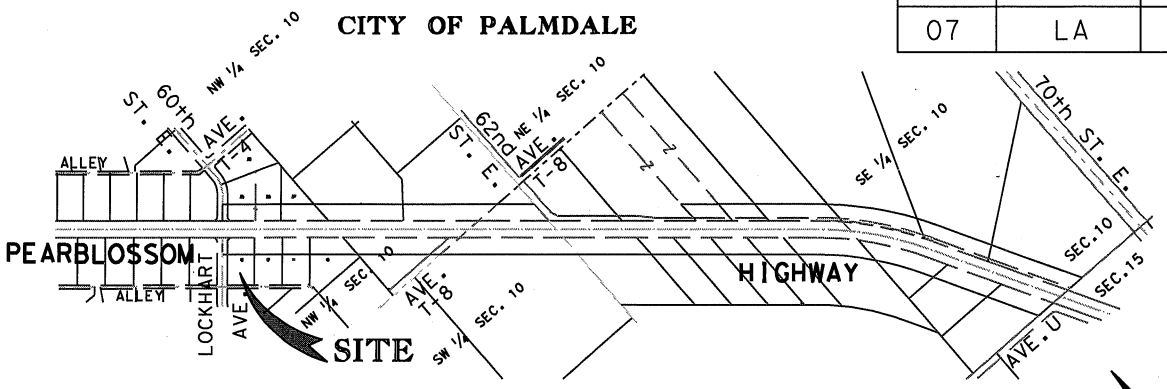
**REF. MAP: P2 5713.3-2A**

**SCALE: NONE**

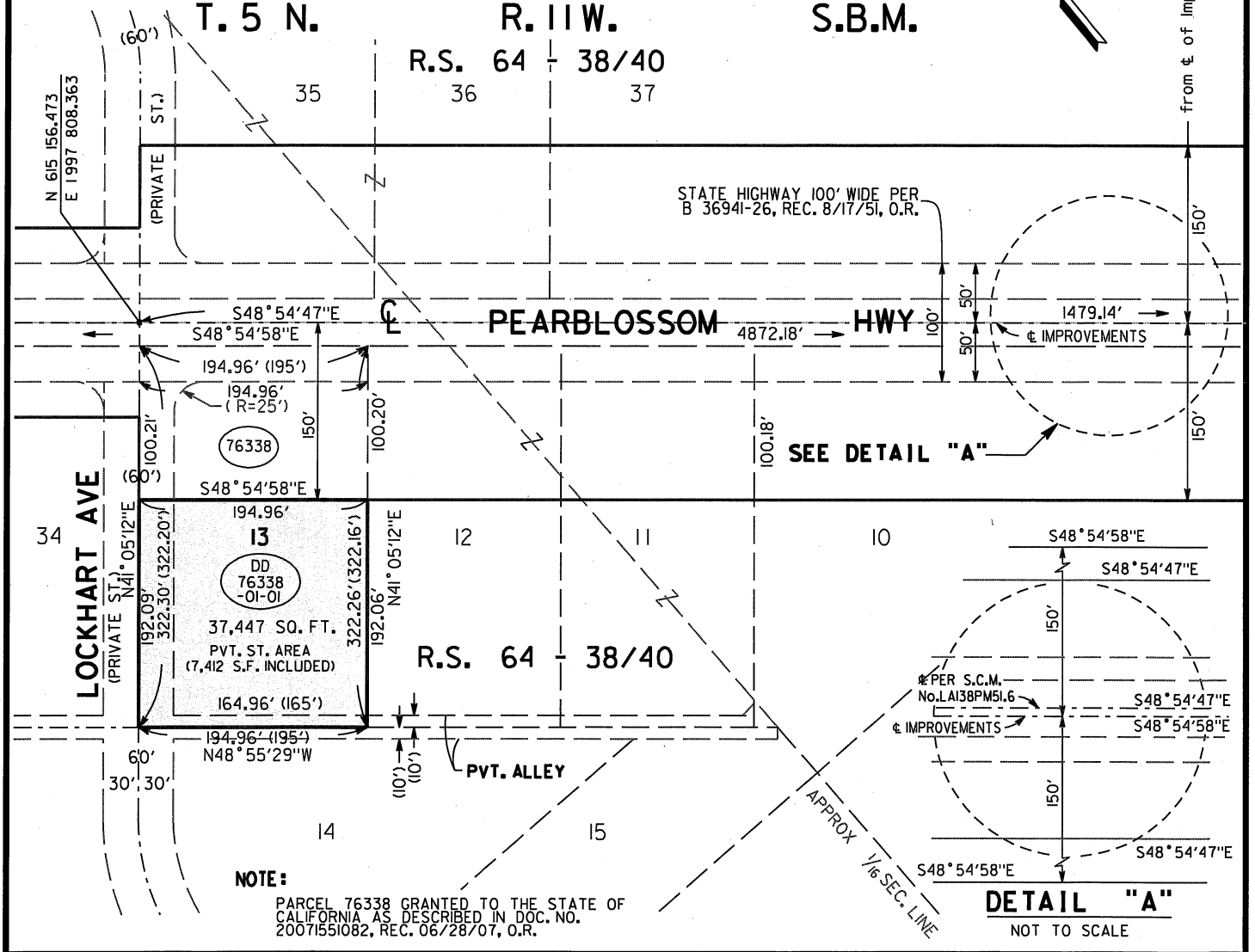
**DRAWN BY: JJ/JA**

**DATE: 02-22-2019**

| DIST | COUNTY | ROUTE | POST MILE |
|---|---|---|---|
| 07 | LA | 138 | 52.13 |




## LOCATION MAP
(NO SCALE)




NOTE:
PARCEL 76338 GRANTED TO THE STATE OF CALIFORNIA AS DESCRIBED IN DOC. NO. 20071551082, REC. 06/28/07, O.R.

**STATE OF CALIFORNIA-DEPARTMENT OF TRANSPORTATION-DISTRICT 07**

**PLAT ACCOMPANYING**

# DIRECTOR'S DEED DD 76338-01-01

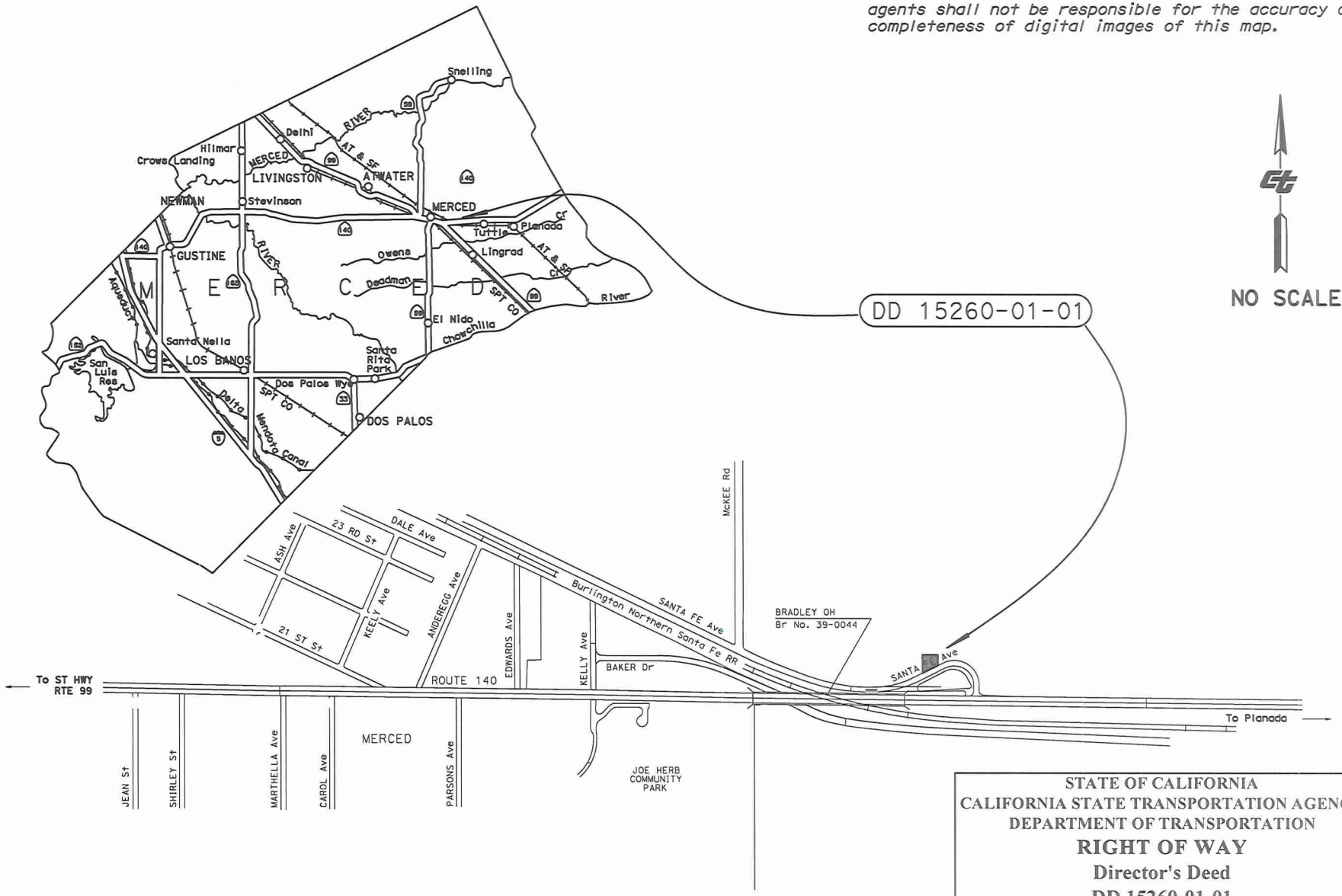
**REF. MAP: P2 5713.3-2A**

**SCALE: NONE**

**DRAWN BY: JJ/JA**

**DATE: 02-22-2019**

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 15260-01-01**

**E.A. 10-3A66U_**

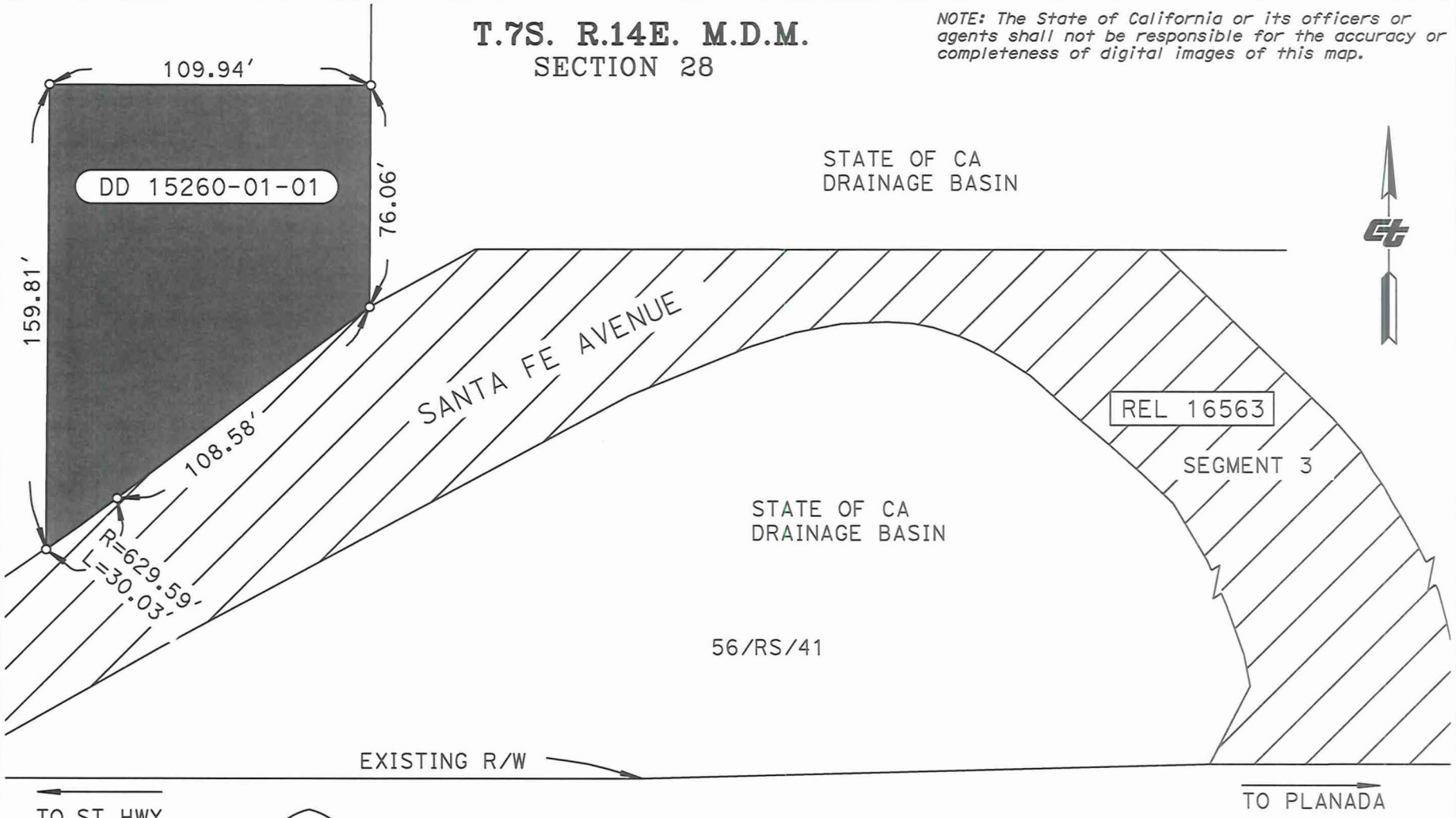
**COUNTY OF MERCED**

| DRAFTED BY | DATE | DISTRICT | COUNTY | ROUTE | SHEET PM | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|---|
| M. Turner | 06/01/2017 | 10 | MER | 140 | 37,2 | 1 | 2 |

6A

# T.7S. R.14E. M.D.M.
SECTION 28

*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 | LEGEND |
|---|---|
| Coordinatesare on CCS 1983(1991.35) Zone 3. Distances are grid distances. Divide by 1.000043292 to obtain ground distances. All distances are in feet. | Caltrans Parcel, 0.30 acres, more or less. |
| | o Dimension Point |
| | REL 16563 Relinquished to the County. |

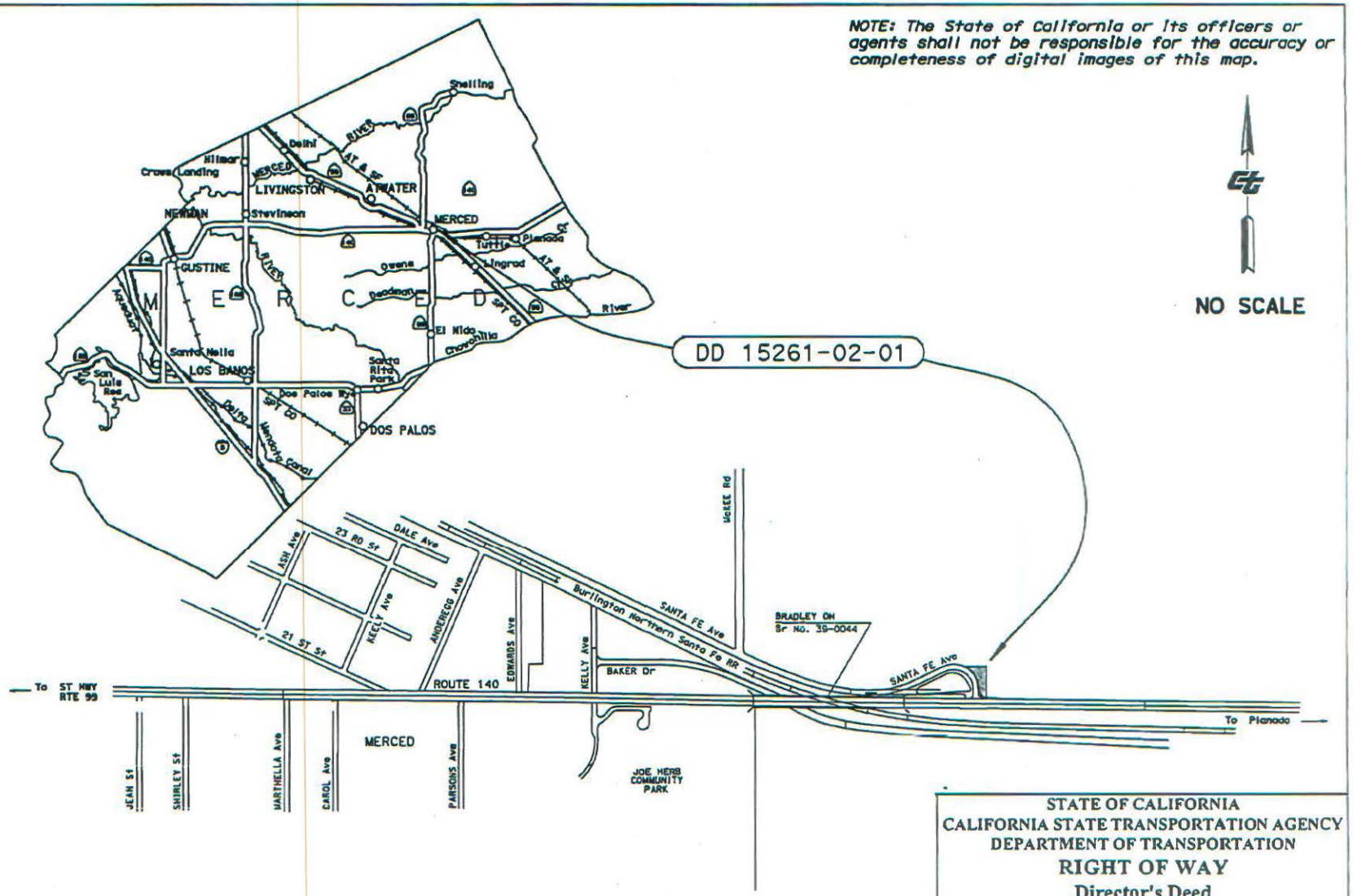
**STATE OF CALIFORNIA**
**CALIFORNIA STATE TRANSPORTATION AGENCY**
**DEPARTMENT OF TRANSPORTATION**
**RIGHT OF WAY**
**Director's Deed**
**DD 15260-01-01**
**E.A. 10-3A66U_**
SCALE: 1" = 50'
FEET 0 25 50 100

**COUNTY OF MERCED**

| DRAFTED BY | DATE | DISTRICT | COUNTY | ROUTE | SHEET PM | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|---|
| M. Turner | 06/01/2017 | 10 | MER | 140 | 37.2 | 2 | 2 |

6B

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 15261-02-01
E.A.10-3A66U_

**COUNTY OF MERCED**

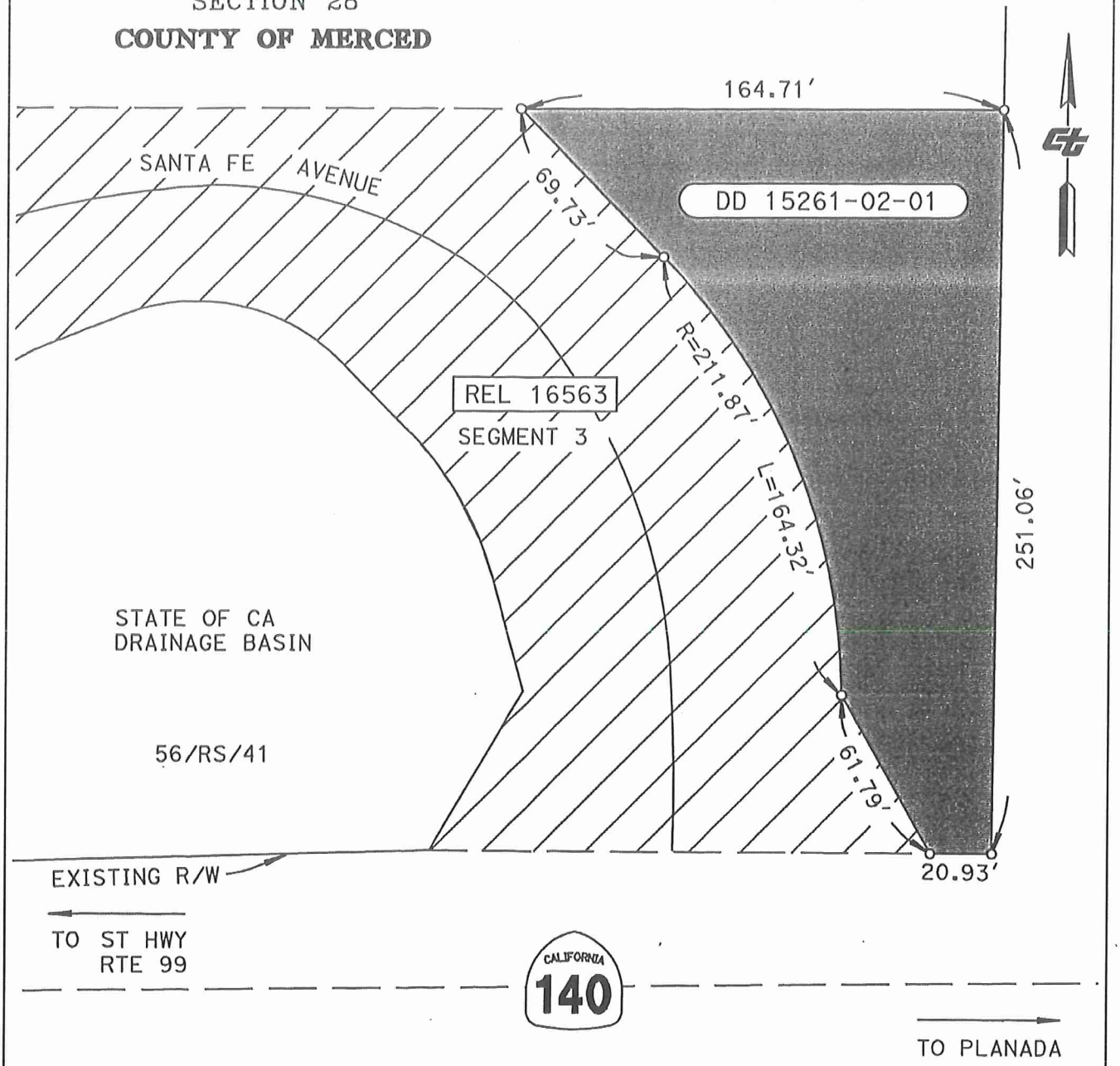
| DRAFTED BY | DATE | DISTRICT | COUNTY | ROUTE | SHEET PM | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|---|
| M. Turner | 05/29/2017 | 10 | MER | 140 | 37.4 | 1 | 2 |

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.*

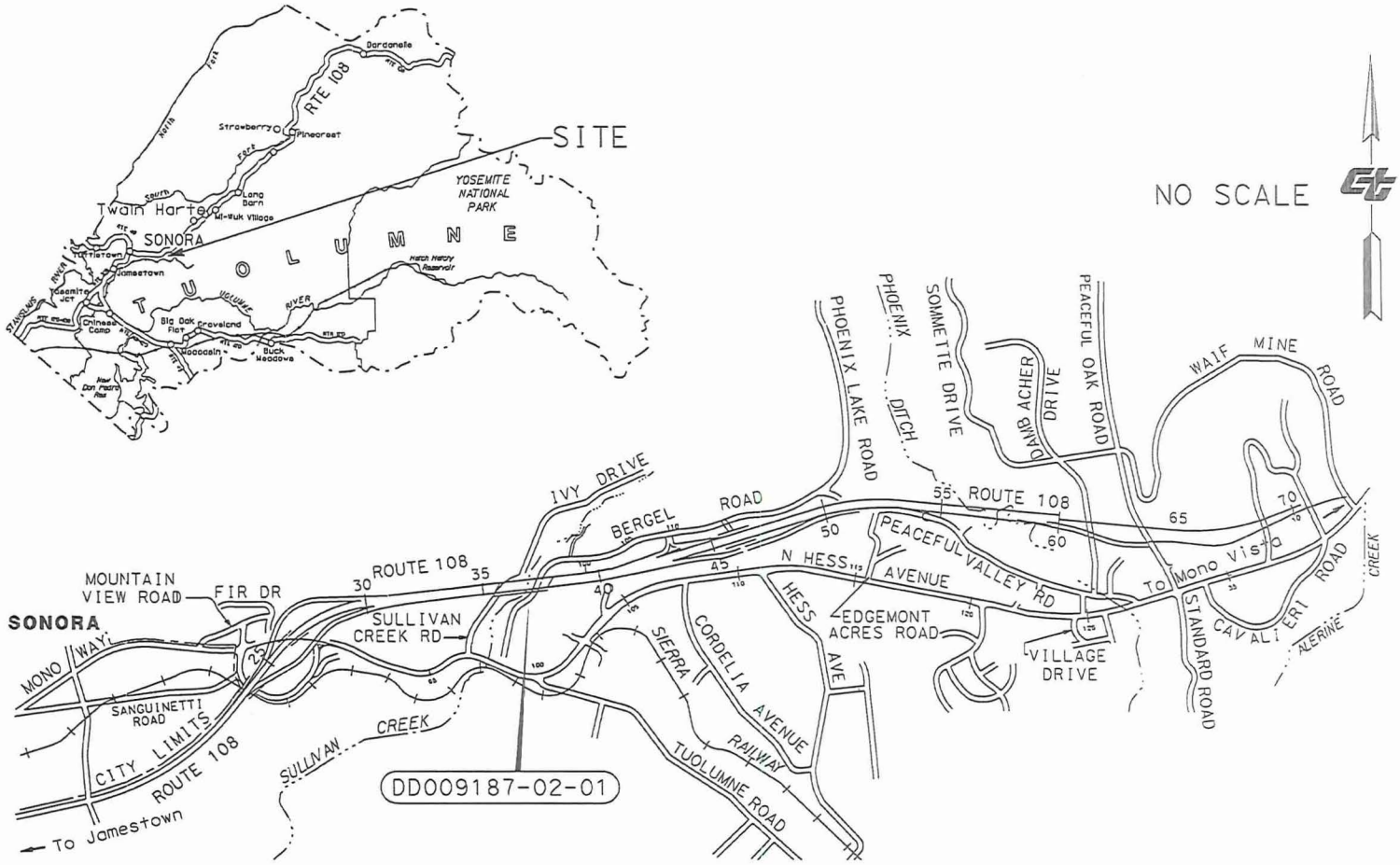



BURLINGTON NORTHERN SANTA FE RAILROAD

| NOTES | LEGEND | STATE OF CALIFORNIA<br>CALIFORNIA STATE TRANSPORTATION AGENCY<br>DEPARTMENT OF TRANSPORTATION<br>RIGHT OF WAY<br>Director's Deed<br>DD 15261-02-01<br>E.A. 10-3A66U_ |
|---|---|---|
| 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, 0.45 acres, more or less<br>o Dimension Point<br>REL 16563 Relinquished to the County | SCALE: 1" = 50'<br>FEET 0 25 50 100 |

| DRAFTED BY | DATE | DISTRICT | COUNTY | ROUTE | SHEET PM | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|---|
| M. Turner | 05/29/2017 | 10 | MER | 140 | 37.4 | 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.




TUOLUMNE COUNTY

T.2N., R.15E., M.D.M.

STATE OF CALIFORNIA
CALIFORNIA STATE TRANSPORTATION AGENCY
DEPARTMENT OF TRANSPORTATION

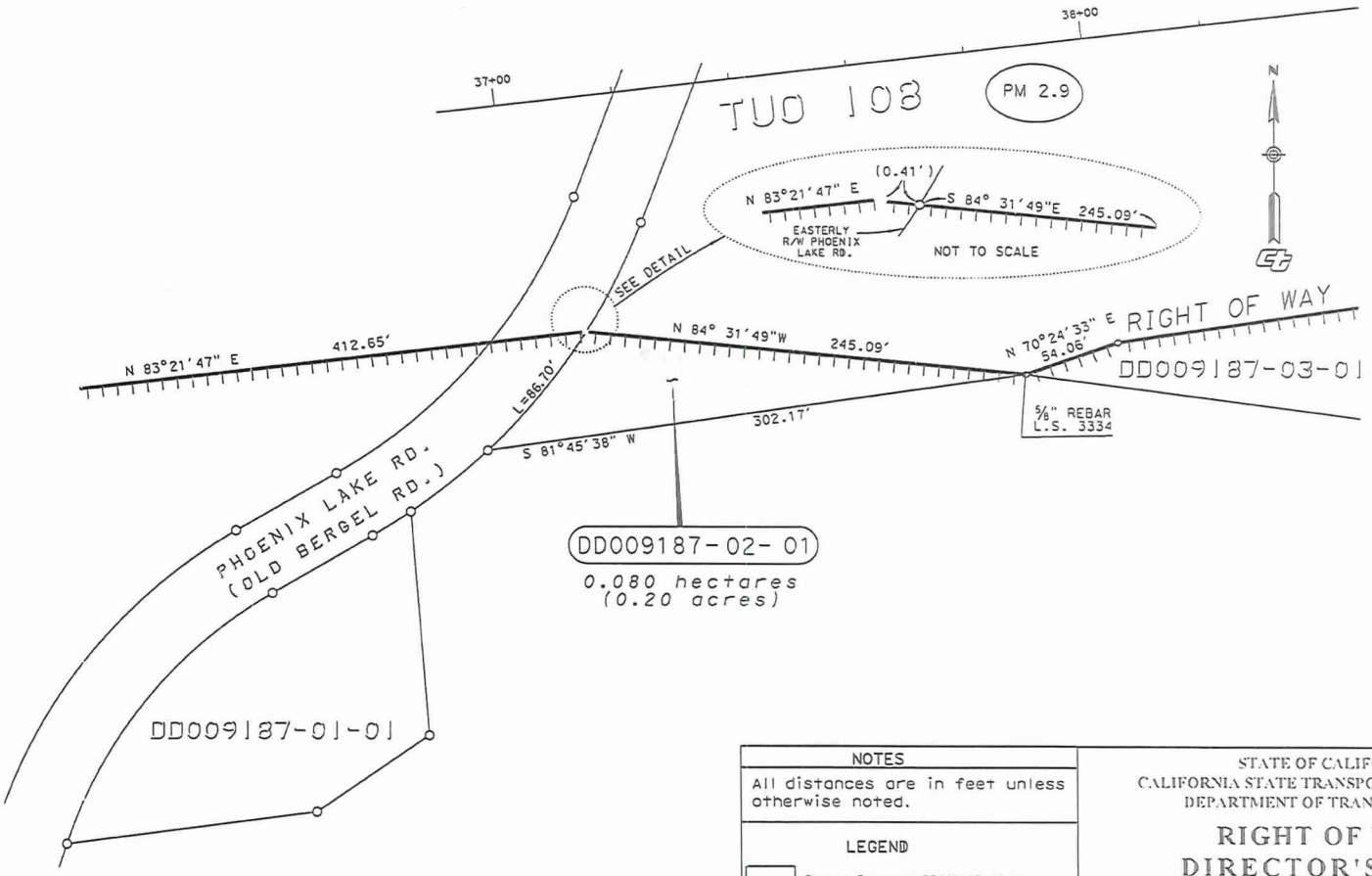
**RIGHT OF WAY**
**DIRECTOR'S DEED**
**DD 009187-02-01**

FEET 0 50 100 200 300

| DISTRICT | COUNTY | ROUTE | SHEET PM | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| 10 | TUO | 108 | 2.9 | 1 | 2 |

# T.2N., R.15E., M.D.M.
## SECTION 32

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




COUNTY OF TUOLUMNE

| NOTES |
|---|
| All distances are in feet unless otherwise noted. |

LEGEND

- Parcel Fee area DD009187-02-01
- 5/8 inch diameter rebar w/ 2 inch aluminum cap stamped "California DOT, LS 4806" per Record of Survey, Book 43 at Pages 24 through 36 ,TUOLUMNE COUNTY; unless otherwise noted.
- o Calculated point
- R/W Access Control

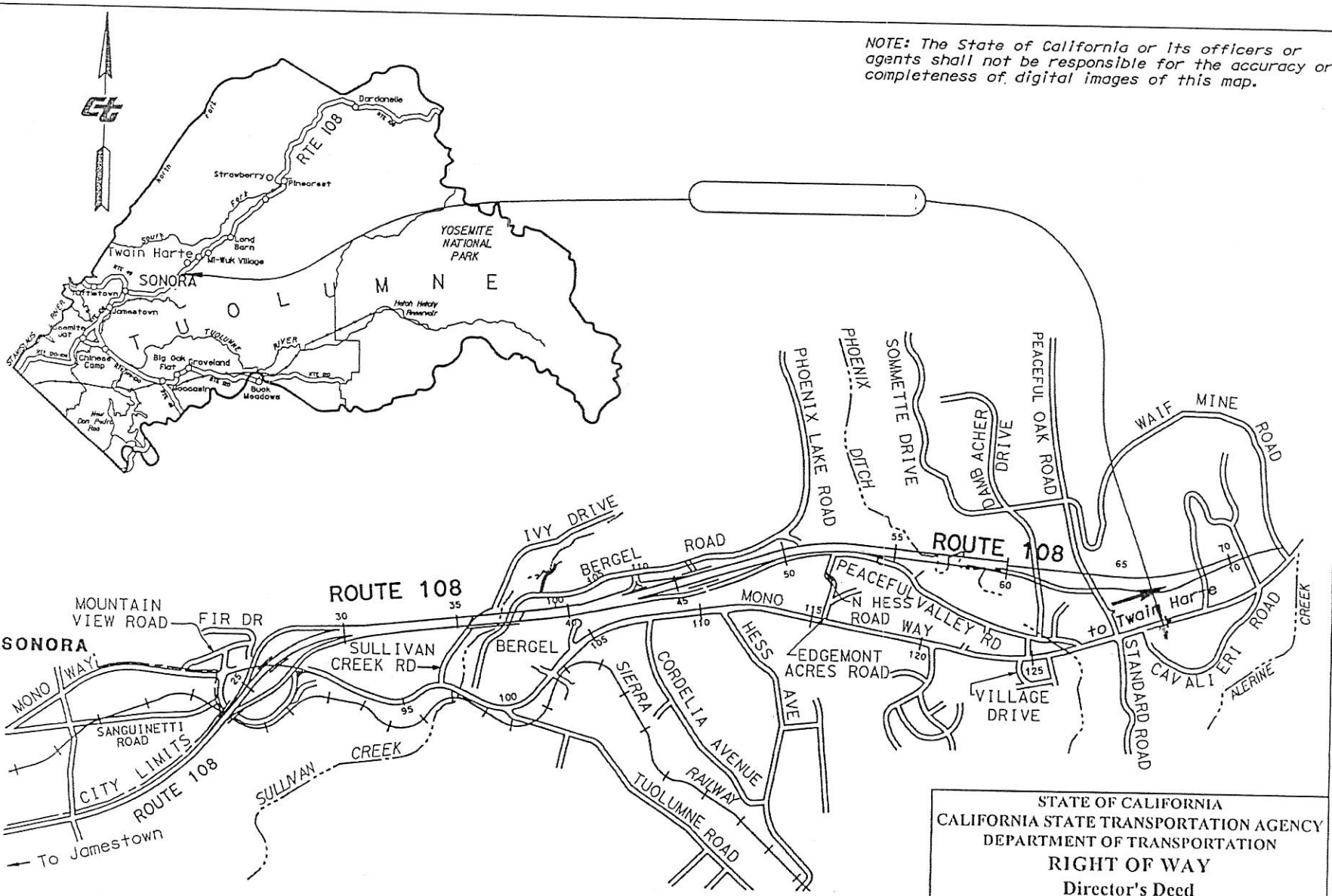
STATE OF CALIFORNIA
CALIFORNIA STATE TRANSPORTATION AGENCY
DEPARTMENT OF TRANSPORTATION

**RIGHT OF WAY**
**DIRECTOR'S DEED**
**DD 009187-02-01**

FEET 0 25 50 100 150

| DISTRICT | COUNTY | ROUTE | SHEET PM | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| 10 | TUO | 108 | 2.9 | 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.




STATE OF CALIFORNIA
CALIFORNIA STATE TRANSPORTATION AGENCY
DEPARTMENT OF TRANSPORTATION
RIGHT OF WAY
Director's Deed
DE 009256-01-03
E.A. 10-34042_

COUNTY OF TUOLUMNE

| DRAFTED BY | DATE | DISTRICT | COUNTY | ROUTE | SHEET PM | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|---|
| M. Turner | 11/11/2016 | 10 | TUO | 108 | | 1 | 2 |

9A

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.2N. R.15E., M.D.B.&M.
SECTION 34




| NOTES |
|---|
| All distances are in feet unless otherwise noted. |

LEGEND

STATE OF CALIFORNIA
CALIFORNIA STATE TRANSPORTATION AGENCY
DEPARTMENT OF TRANSPORTATION

# RIGHT OF WAY
# WELL SITE LOCATION
## DE 009256-01-03

FEET 0 25 50 100 150

| DISTRICT | COUNTY | ROUTE | SHEET PM | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| 10 | TUO | 108 | 4.4 | 1 | 1 |

9B

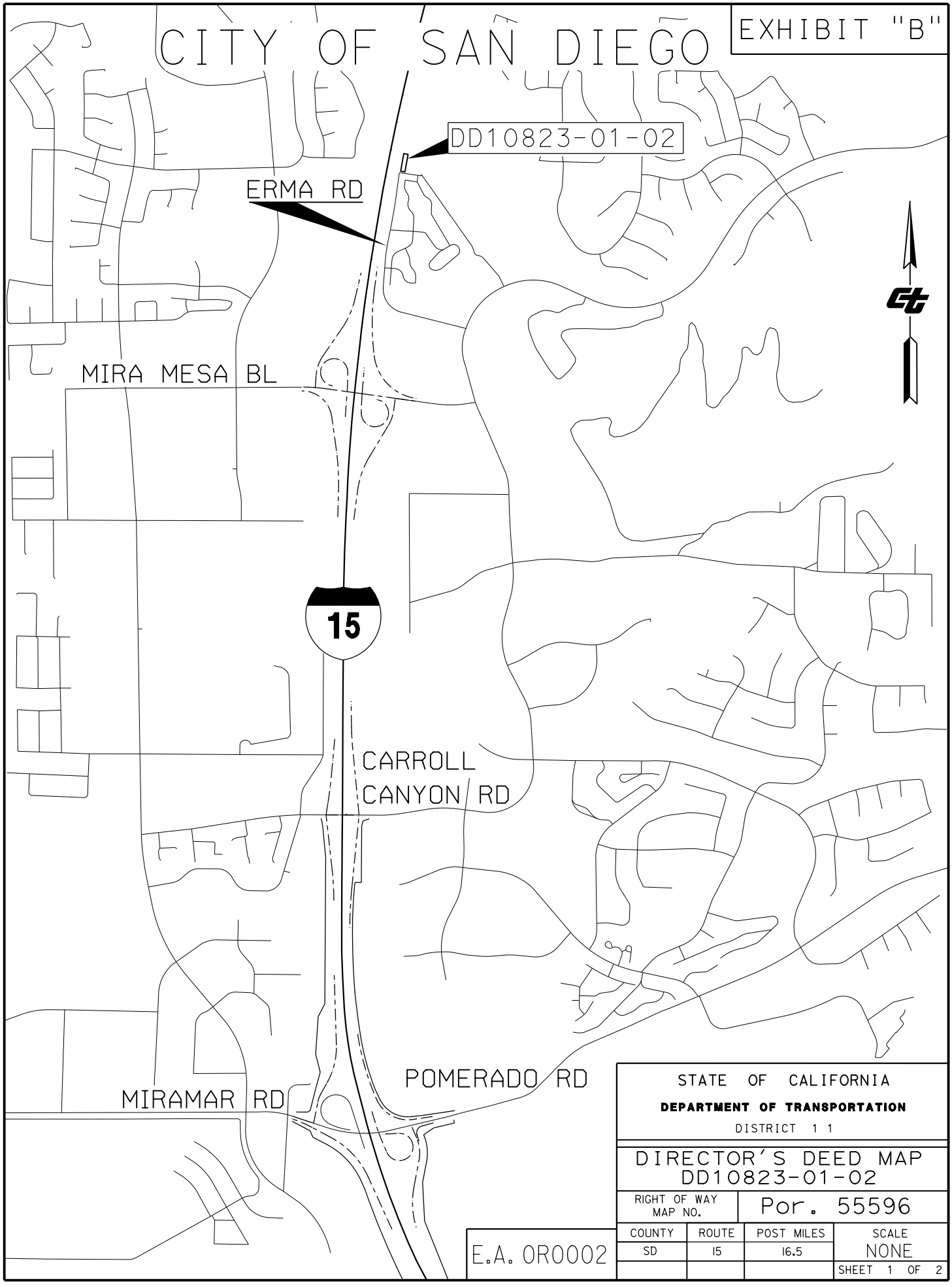
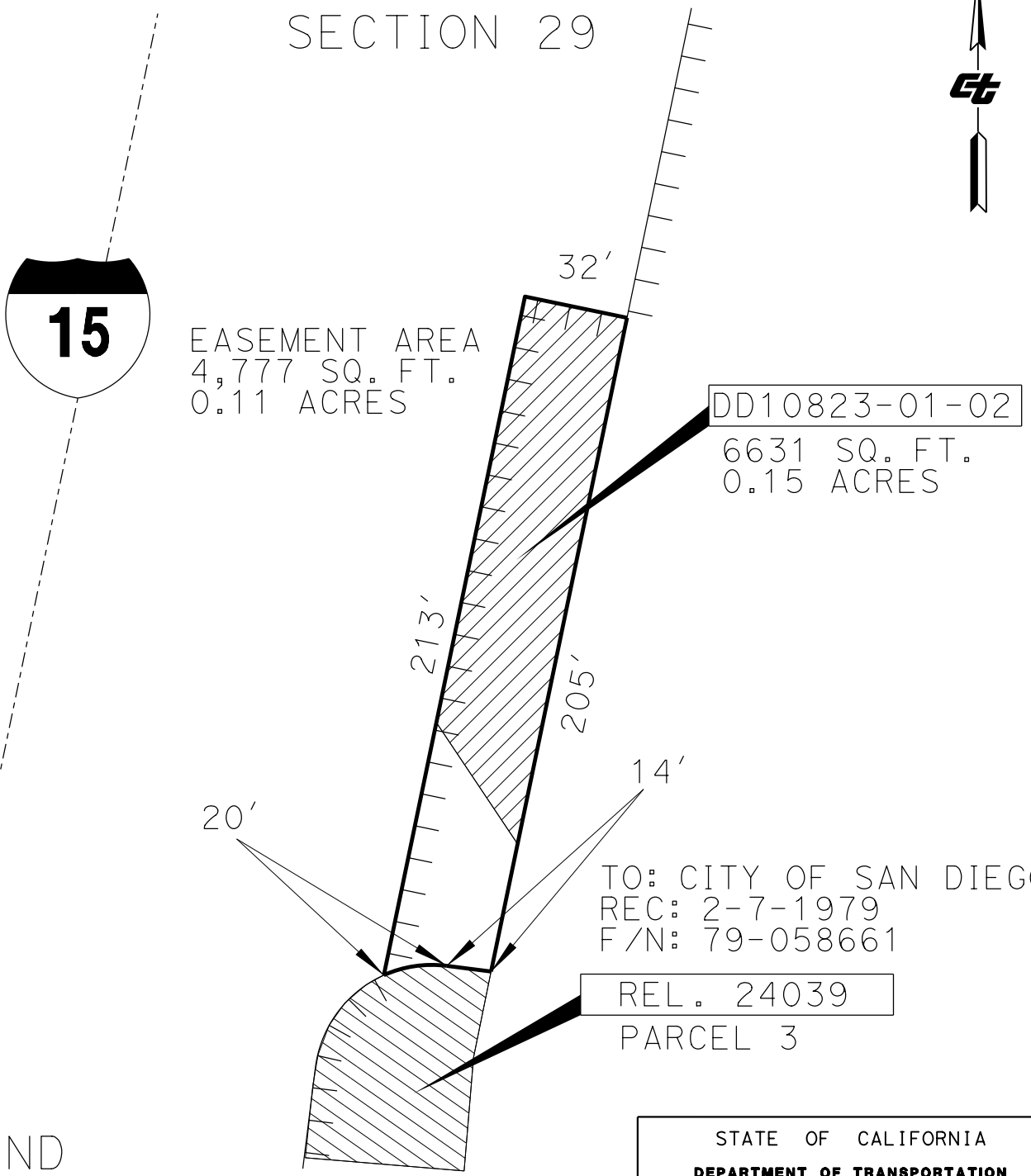

CITY OF SAN DIEGO
EXHIBIT "B"
DD10823-01-02
ERMA RD
MIRA MESA BL
15
CARROLL
CANYON RD
POMERADO RD
MIRAMAR RD
E.A. 0R0002
STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
DISTRICT 11
DIRECTOR'S DEED MAP
DD10823-01-02
RIGHT OF WAY MAP NO.
Por. 55596
COUNTY
ROUTE
POST MILES
SCALE
SD
15
16.5
NONE
SHEET 1 OF 2

EXHIBIT "B"

# CITY OF SAN DIEGO

T. 14 S., R. 2 W. S.B.M.

SECTION 29




EASEMENT AREA
4,777 SQ. FT.
0.11 ACRES

DD10823-01-02
6631 SQ. FT.
0.15 ACRES

TO: CITY OF SAN DIEGO
REC: 2-7-1979
F/N: 79-058661

REL. 24039
PARCEL 3

LEGEND

TTT = ACCESS DENIED

= BOUNDARY OF DD10823-01-02

= SDCWA ACQUEDUCT EASEMENT AREA

E.A. 0R0002

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
DISTRICT 11

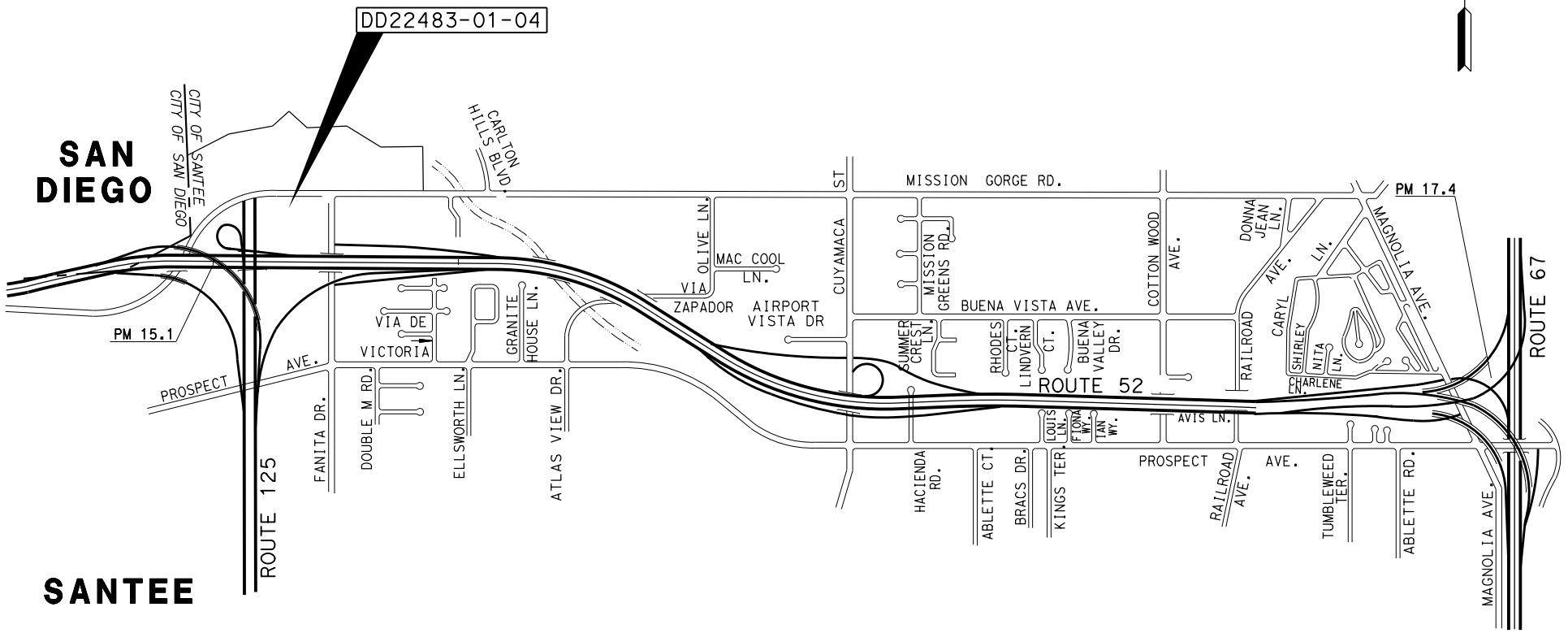
DIRECTOR'S DEED MAP
DD10823-01-02

RIGHT OF WAY MAP NO. Por. 55596

| COUNTY | ROUTE | POST MILES | SCALE |
|---|---|---|---|
| SD | 15 | 16.5 | NONE |
| | | | SHEET 2 OF 2 |

EXHIBIT "B"

# CITY OF SANTEE




**STATE OF CALIFORNIA**
**DEPARTMENT OF TRANSPORTATION**
DISTRICT II

DIRECTOR'S DEED MAP
DD22483-01-04

| RIGHT OF WAY MAP NO. | | | Por. 47526-1K |
|---|---|---|---|
| COUNTY | ROUTE | PM | SCALE |
| SD | 52 | 14.9 | NONE |
| | | | SHEET 1 OF 2 |

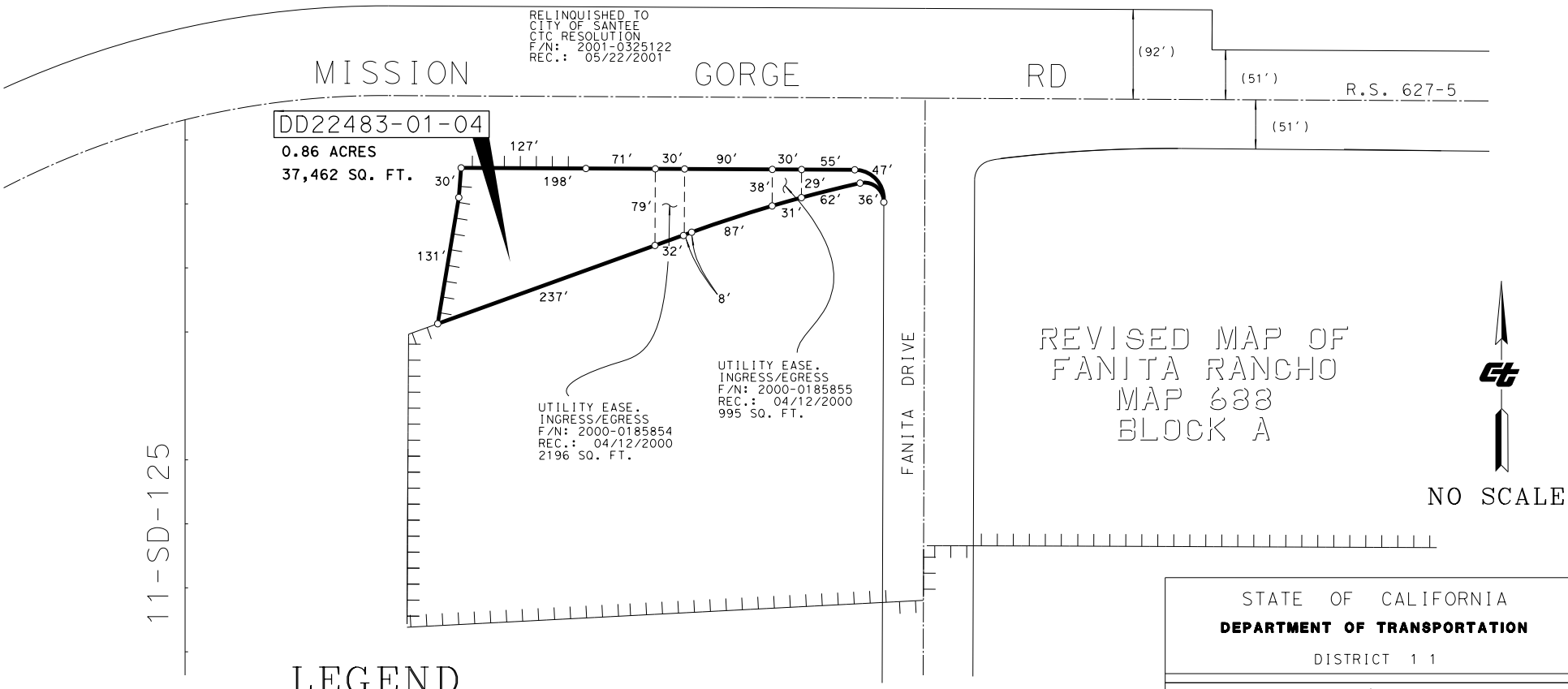
E.A. 010612

11A

EXHIBIT "B"

# CITY OF SANTEE

## RANCHO EL CAJON




## LEGEND

= ACCESS PROHIBITED

= BOUNDARY OF DD22483-01-04

STATE OF CALIFORNIA
**DEPARTMENT OF TRANSPORTATION**
DISTRICT 11

DIRECTOR'S DEED MAP
DD22483-01-04

| RIGHT OF WAY MAP NO. | Por. 47591 | | |
|---|---|---|---|
| COUNTY | ROUTE | POST MILES | SCALE |
| SD | 52 | 14.9 | NONE |
| | | | SHEET 2 OF 2 |

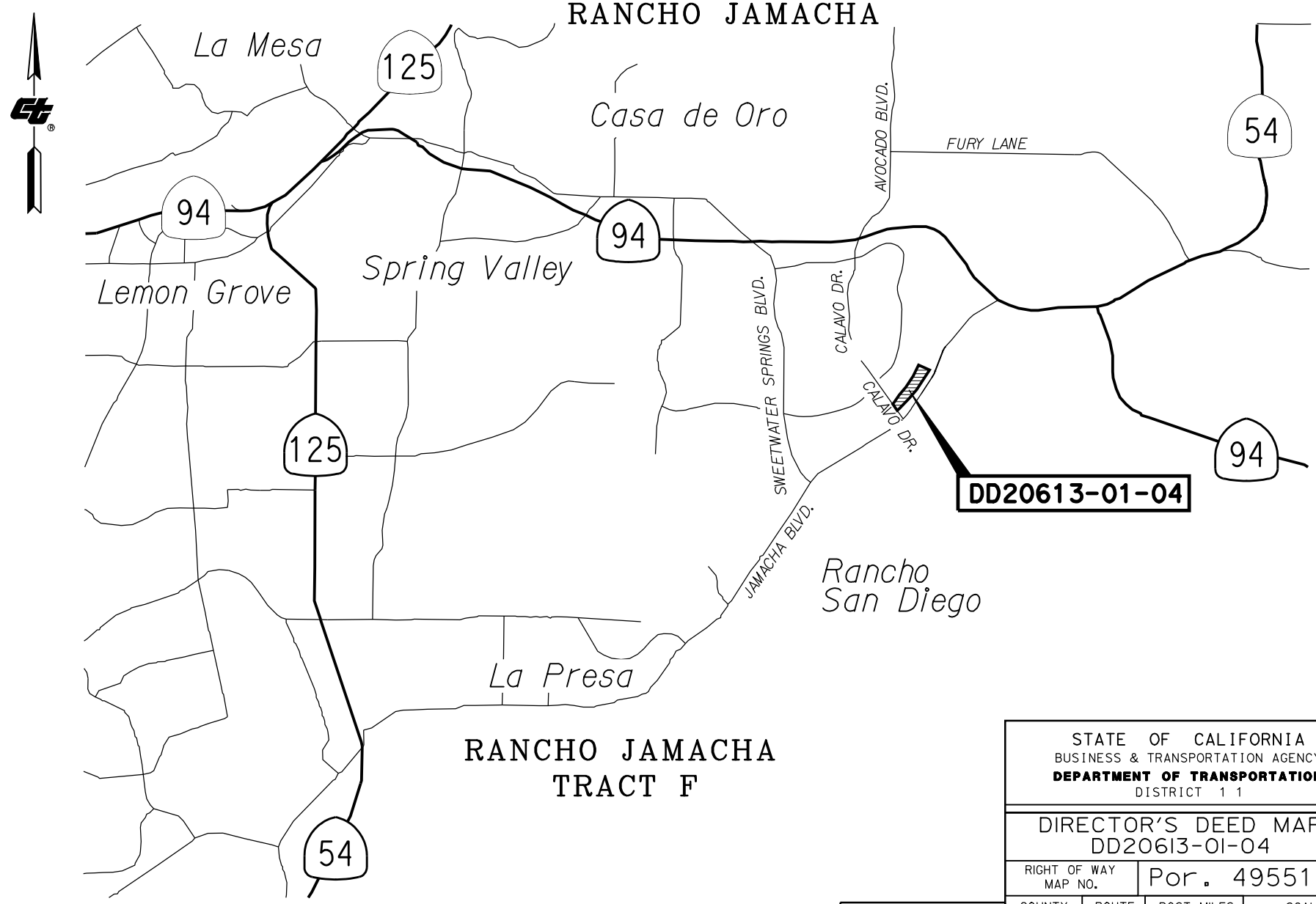
E.A. 010612

11B

EXHIBIT "B"

# COUNTY OF SAN DIEGO

## RANCHO JAMACHA




RANCHO JAMACHA
TRACT F

STATE OF CALIFORNIA
BUSINESS & TRANSPORTATION AGENCY
**DEPARTMENT OF TRANSPORTATION**
DISTRICT 11

DIRECTOR'S DEED MAP
DD20613-01-04

| RIGHT OF WAY MAP NO. | | | Por. 49551.1 |
|---|---|---|---|
| COUNTY | ROUTE | POST MILES | SCALE |
| SD | 54 | 10.2 | NONE |
| | | | 1 OF 2 |

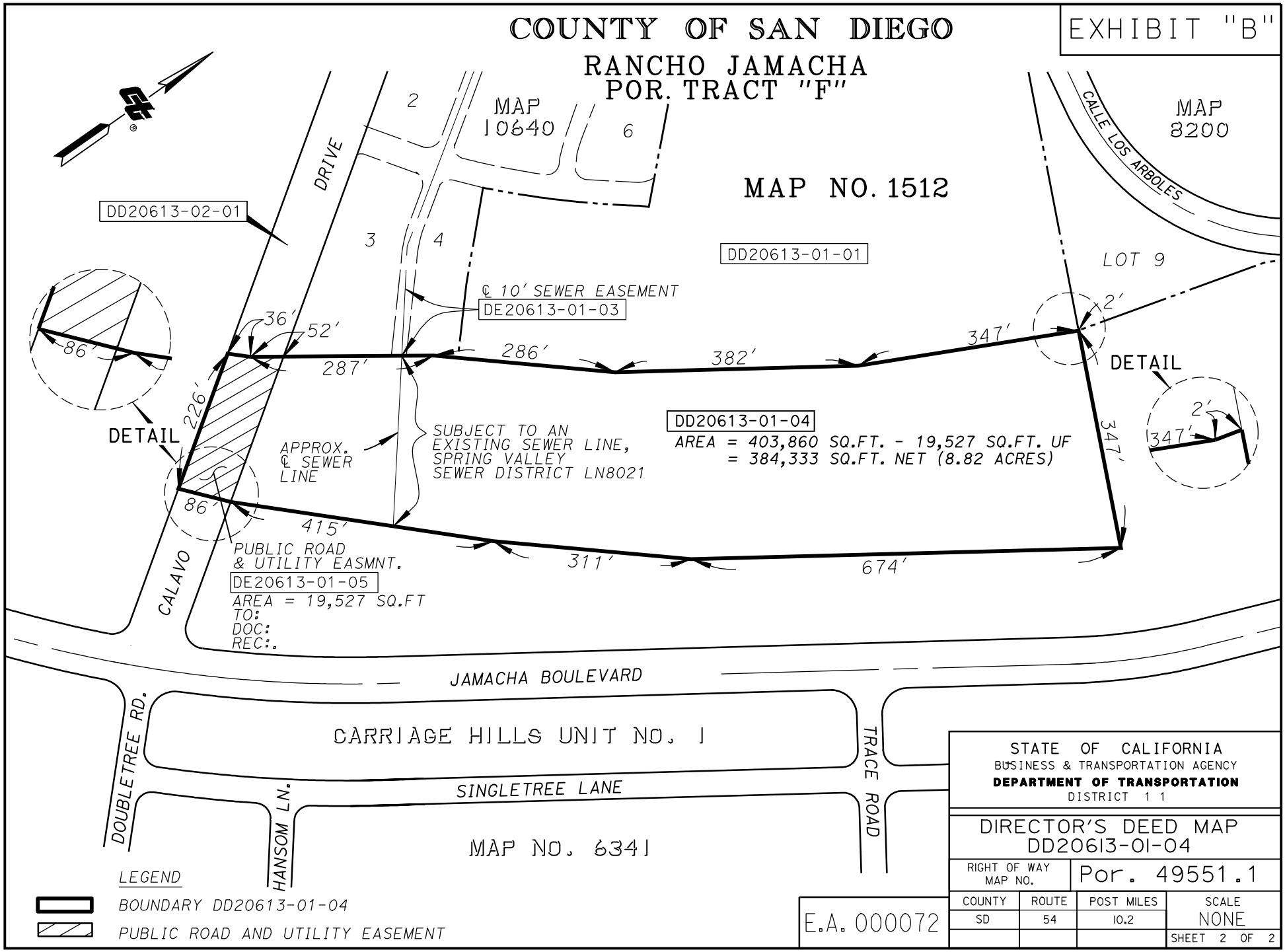
E.A. 000072

12A

# COUNTY OF SAN DIEGO

EXHIBIT "B"

## RANCHO JAMACHA
## POR. TRACT "F"




STATE OF CALIFORNIA
BUSINESS & TRANSPORTATION AGENCY
**DEPARTMENT OF TRANSPORTATION**
DISTRICT 11

DIRECTOR'S DEED MAP
DD20613-01-04

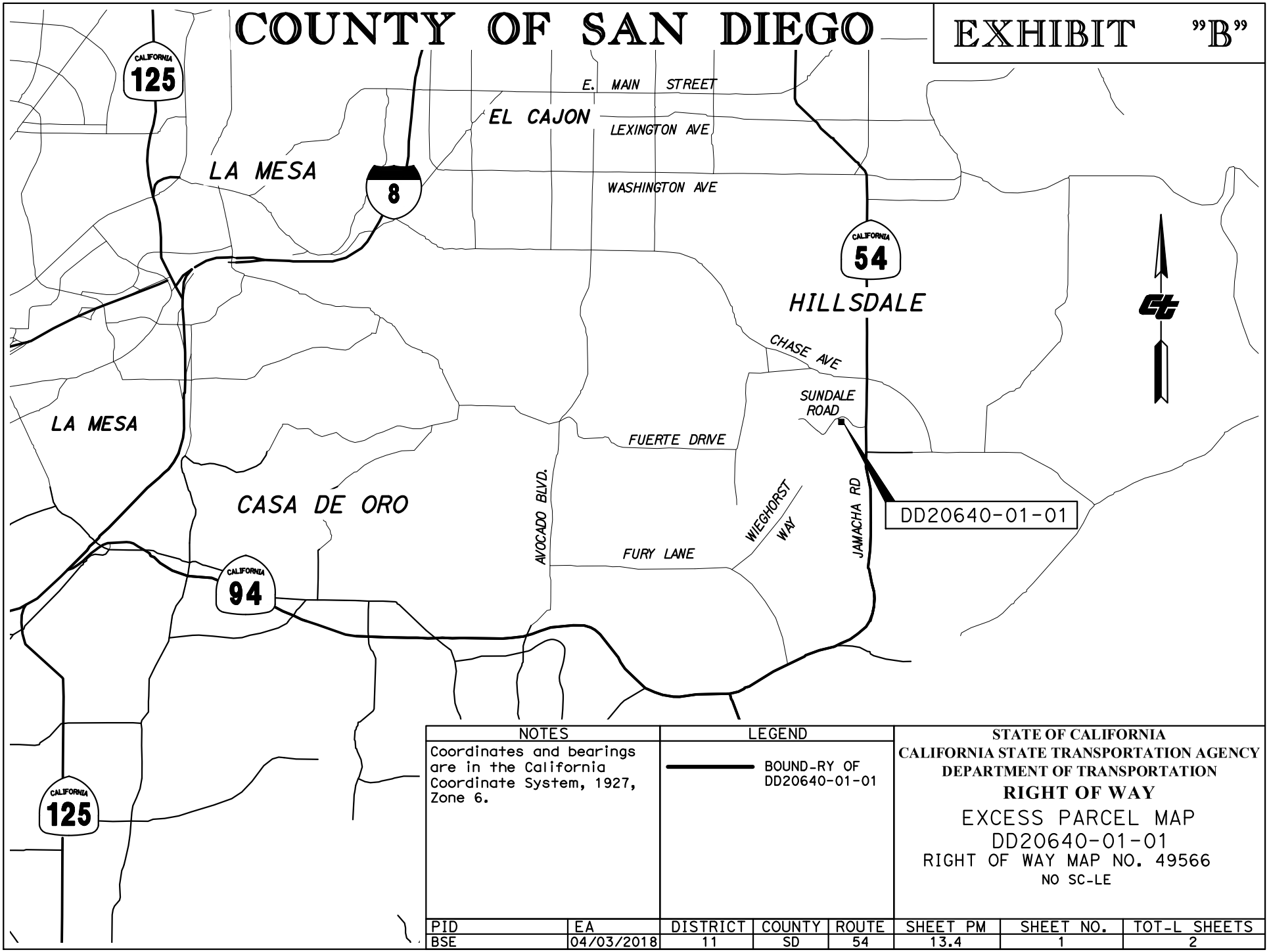
| RIGHT OF WAY MAP NO. | | | Por. 49551.1 |
|---|---|---|---|
| COUNTY | ROUTE | POST MILES | SCALE |
| SD | 54 | 10.2 | NONE |
| | | | SHEET 2 OF 2 |

E.A. 000072

12B

# COUNTY OF SAN DIEGO

## EXHIBIT "B"




| NOTES | LEGEND |
|---|---|
| Coordinates and bearings are in the California Coordinate System, 1927, Zone 6. | BOUND-RY OF DD20640-01-01 |

**STATE OF CALIFORNIA**
**CALIFORNIA STATE TRANSPORTATION AGENCY**
**DEPARTMENT OF TRANSPORTATION**
**RIGHT OF WAY**

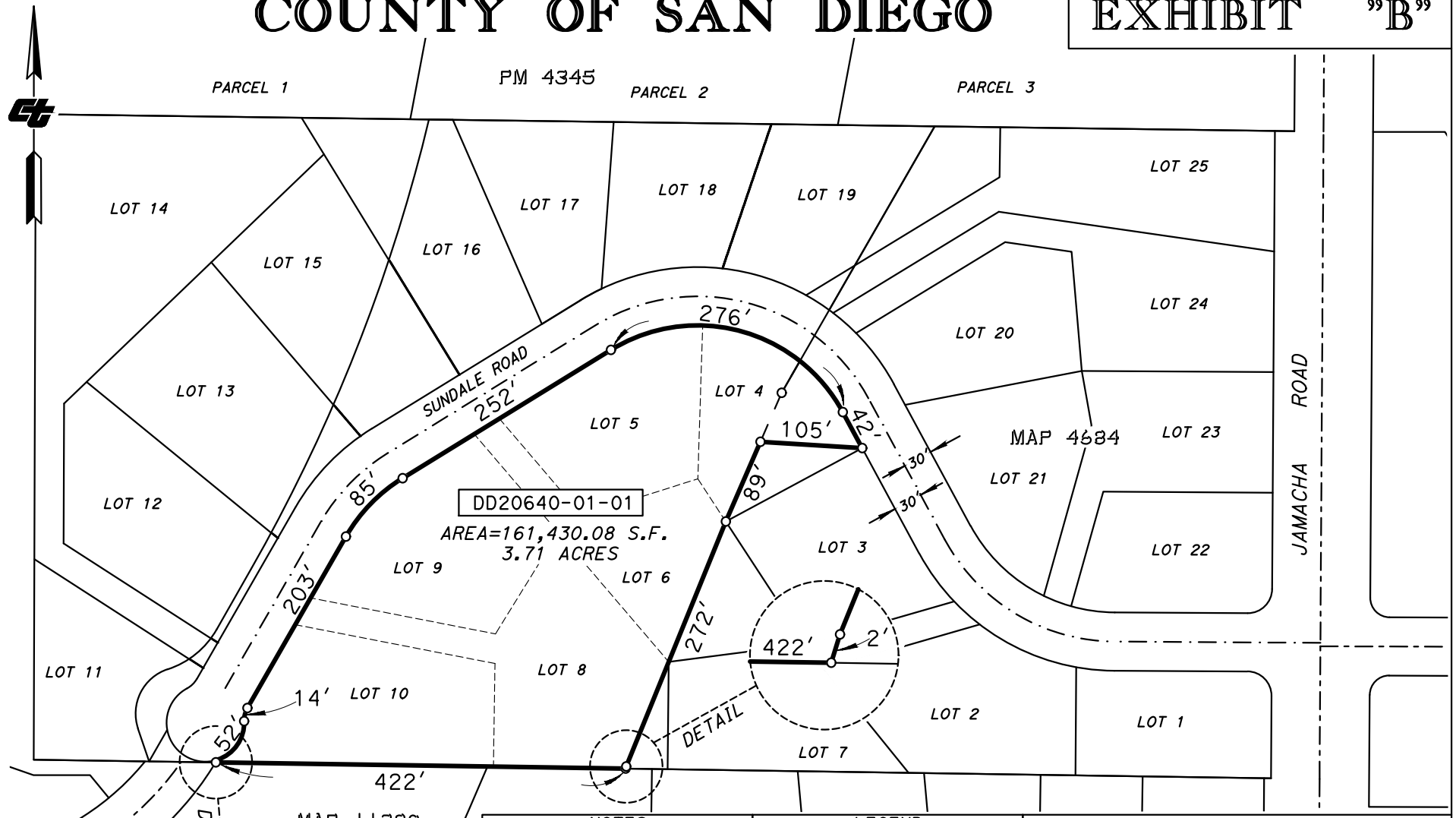
EXCESS PARCEL MAP
DD20640-01-01
RIGHT OF WAY MAP NO. 49566
NO SC-LE

| PID | EA | DISTRICT | COUNTY | ROUTE | SHEET PM | SHEET NO. | TOT-L SHEETS |
|---|---|---|---|---|---|---|---|
| BSE | 04/03/2018 | 11 | SD | 54 | 13.4 | 1 | 2 |

13A

# COUNTY OF SAN DIEGO

**EXHIBIT "B"**

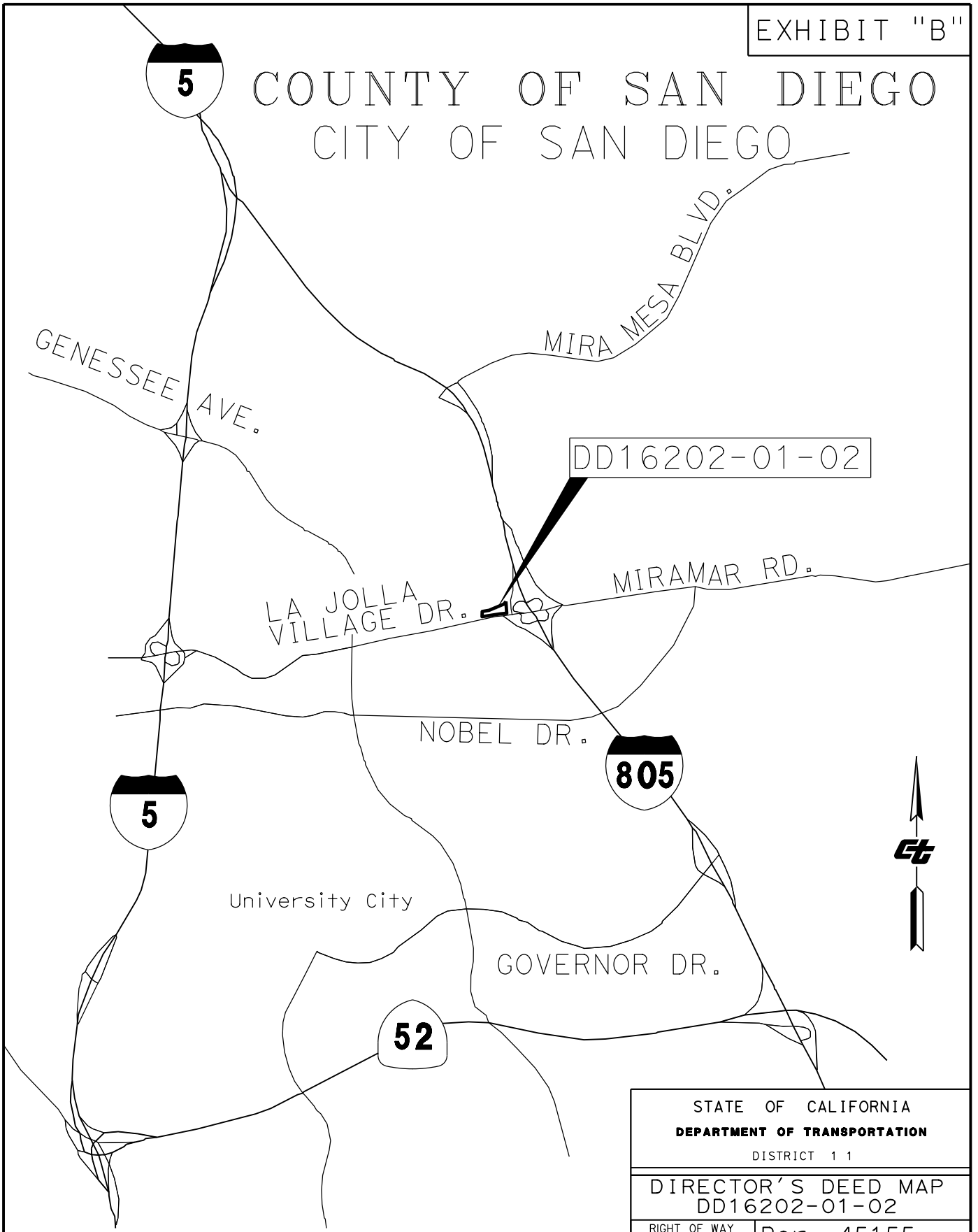



| NOTES | LEGEND | STATE OF CALIFORNIA<br>CALIFORNIA STATE TRANSPORTATION AGENCY<br>DEPARTMENT OF TRANSPORTATION<br>**RIGHT OF WAY**<br>EXCESS PARCEL MAP<br>DD20640-01-01<br>RIGHT OF WAY MAP NO. 49566<br>NO SC-LE |
|---|---|---|
| Coordinates and bearings are on the California Coordinate System, 1927 Zone 6. | BOUND-RY OF DD20640-01-01 | |

| PID | EA | DISTRICT | COUNTY | ROUTE | SHEET PM | SHEET NO. | TOT-L SHEETS |
|---|---|---|---|---|---|---|---|
| BSE | 04/03/2018 | 11 | SD | 54 | 13.4 | 2 | 2 |

EXHIBIT "B"

# COUNTY OF SAN DIEGO
## CITY OF SAN DIEGO




STATE OF CALIFORNIA
**DEPARTMENT OF TRANSPORTATION**
DISTRICT 11

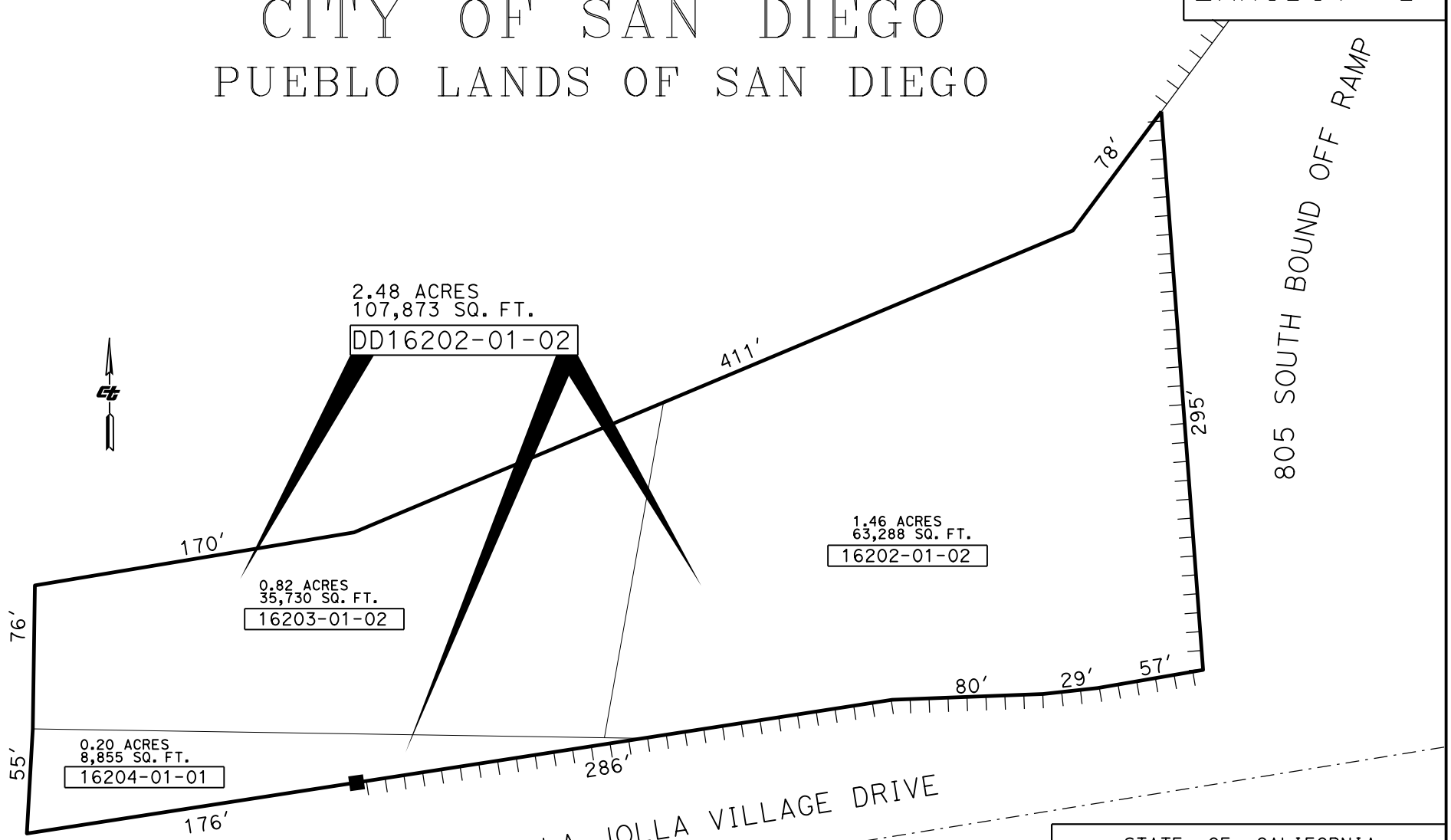
DIRECTOR'S DEED MAP
DD16202-01-02

| RIGHT OF WAY MAP NO. | Por. 45155 | | |
|---|---|---|---|
| COUNTY | ROUTE | POST MILES | SCALE |
| SD | 805 | 26.0 | NONE |
| | | | SHEET 1 OF 2 |

E.A. 0R0002

EXHIBIT "B"

# CITY OF SAN DIEGO
## PUEBLO LANDS OF SAN DIEGO




LEGEND

⊥⊥⊥⊥⊥⊥ = ACCESS RIGHTS RESERVED

■ = ACCESS OPENING

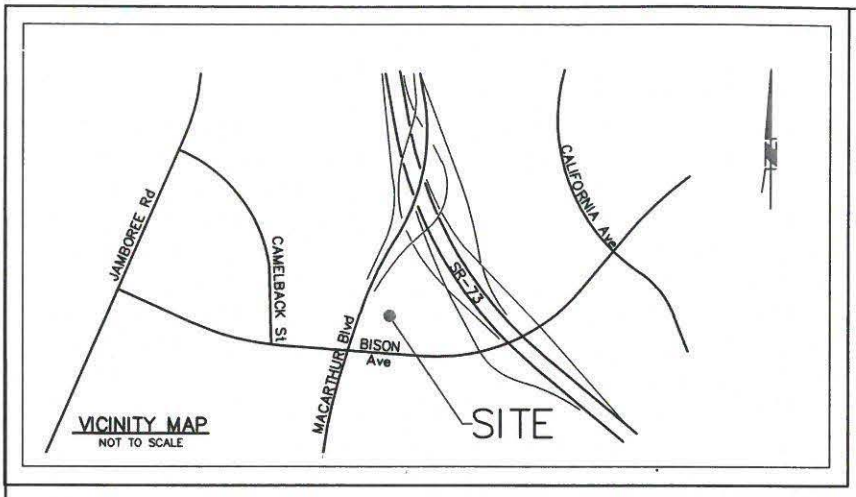
E.A. 0R0002

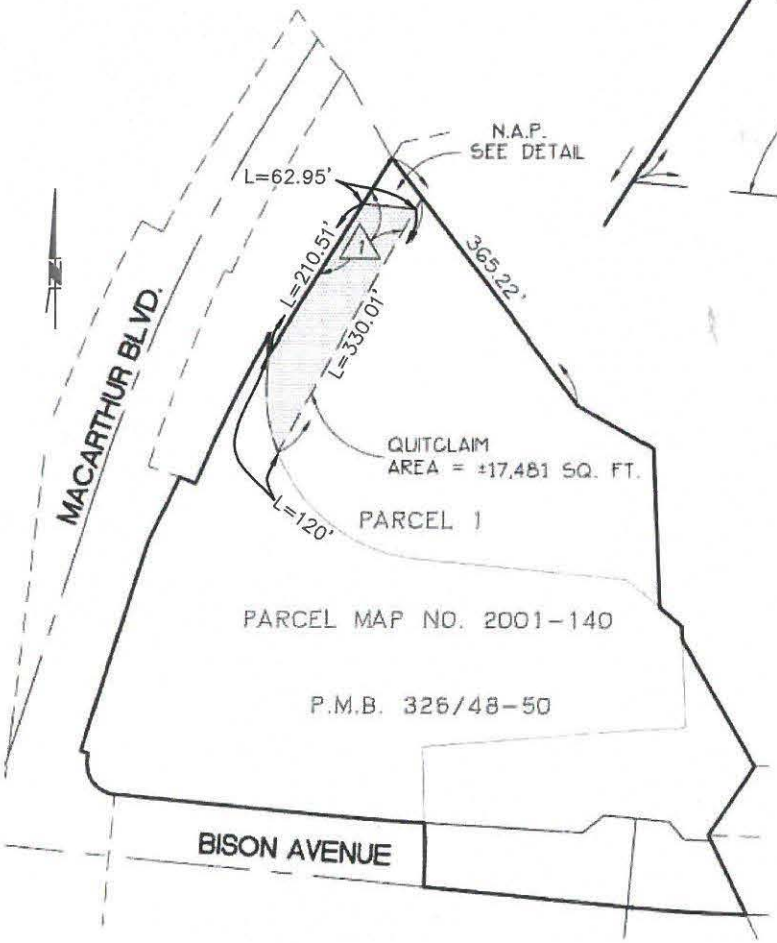
STATE OF CALIFORNIA
**DEPARTMENT OF TRANSPORTATION**
DISTRICT 11

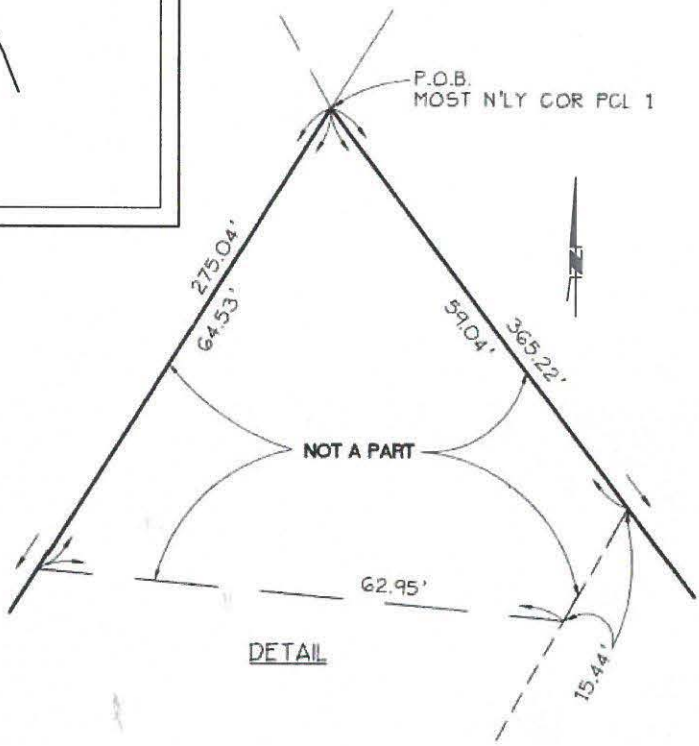
DIRECTOR'S DEED MAP
DD16202-01-02

| RIGHT OF WAY MAP NO. | | | Por. 45155 |
|---|---|---|---|
| COUNTY | ROUTE | POST MILES | SCALE |
| SD | 805 | 26.0 | NONE |
| | | | SHEET 2 OF 2 |

14B




1 EASEMENT FOR SLOPE AND INCIDENTAL PURPOSES, DESCRIBED AS PARCEL 300141-12, PER INSTRUMENT NO. 19960584100 O.R. REC'D 11/20/96, TRANSFERED TO THE STATE OF CALIFORNIA PER INSTRUMENT NO. 19960585938 REC'D 11/20/96

FOR CTC EXHIBIT ONLY – DO NOT RECORD WITH DEED

H:\PDATA\136612\BISON_MACARTHUR CTC EXHIBIT\CADD\TRANS\EXHIBIT\CTC EXHIBIT.DWG MCNAB, PATTY 4/22/2019 9:39 AM

STATE OF CALIFORNIA--DEPARTMENT OF TRANSPORTATION--DISTRICT 12

| | | | |
|---|---|---|---|
| PARCEL DK300141-01-12<br>DIRECTOR'S DEED | CTC EXHIBIT | SCALE: NO SCALE<br>DRAWN BY: PM<br>CHECKED BY: GW<br>DATE: 10-24-05 | DISTRICT: 12<br>COUNTY: ORA<br>RTE: 73<br>PM: 23.7 |

State of California
**DEPARTMENT OF TRANSPORTATION**

California State Transportation Agency

# MEMORANDUM

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

**CTC Meeting**: June 26-27, 2019

**From**: STEVEN KECK, Chief Financial Officer

**Reference Number**: 2.5c.(6), Action Item

**Prepared By**: Rihui Zhang, Chief
Division of Local Assistance

**Subject**: **AMENDMENT FOR A LOCALLY ADMINISTERED STATE TRANSPORTATION IMPROVEMENT PROJECT OFF THE STATE HIGHWAY SYSTEM RESOLUTION FP-18-75, AMENDING RESOLUTION FP-18-23**

## ISSUE:

Should the California Transportation Commission (Commission) approve an amendment to Resolution FP-18-23, originally approved October 2018, for the locally administered State Transportation Improvement Program (STIP) – Eureka/Arcata Corridor Improvement project (PPNO 0072), in Humboldt County, to correct the Budget Item #, Fund Type, Program Code, Project ID, and remove the District-County-Route, and Postmile information in the vote box?

## RECOMMENDATION:

The California Department of Transportation (Department) recommends that the Commission approve an amendment, for the locally administered STIP – Eureka/Arcata Corridor Improvement project (PPNO 0072), in Humboldt County, to correct the Budget Item #, Fund Type, Program Code, Project ID, and remove the District-County-Route, and Postmile information in the vote box. There is no change to the original allocation amount.

## BACKGROUND:

At its October 2018 meeting, the Commission approved Resolution FP-18-23, approving $5,351,000 for three locally administered STIP off the State Highway System projects. However, at the time of allocation the Eureka/Arcata Corridor Improvement project (PPNO 0072) was voted in error as an “on” system project. This project is an “off” system project, therefore need to correct the Budget Item #, Fund Type, Program Code, Project ID and remove the District-County-Route, and Postmile as shown in the attachment as the original allocation did not clearly define that the request was for the purchase of Right of Way for the corresponding Bay Trail project, which is adjacent to State Route 101, but off the

State Highway System. The Bay Trail project helps meet the permit requirements of the California Coastal Commission. There are no other changes to the vote box.
The required changes are reflected in strikethrough and bold in the attached revised vote box for the project.

**RESOLUTION**

Be it Resolved, that the Budget Item #, Fund Type, Program Code, Project ID, and District-County-Route, and Postmile for the Eureka/Arcata Corridor Improvement project (0072), in Humboldt County, originally approved under Resolution FP-18-13, is hereby amended in accordance with the attached revised attachment.

Attachment

## 2.5 Highway Financial Matters

| Project # / Allocation Amount / Recipient / RTPA/CTC / District-County | Project Title / Location / Project Description | | | PPNO / Program/Year / Phase / Prgm'd Amount / Project ID / Adv. Phase | Budget Year / Item # / Fund Type / Program Code | Amount by Fund Type |
|---|---|---|---|---|---|---|
| **2.5c.(6)** | **Allocation Amendment - Locally-Administered STIP Project ~~On~~ Off the State Highway System** | | | | | **Resolution FP-18-75 Amending Resolution FP-18-23** |
| 1<br>$2,000,000<br><br>Humboldt County<br>HCAOG<br>01-Humboldt<br>~~01-Hum-101~~<br>~~79.8/85.8~~ | Eureka/Arcata Corridor Improvement. In Eureka and Arcata, from Eureka Slough Bridge to Route 101/255 separation. Upgrade 4 lane facility (Alternative Y 4).<br><br>Outputs/Outcomes<br>Operational improvement(s)<br># Sign(s), light(s), greenway, or other safety / beautification<br>New roadway lane-mile(s)<br>New bridge(s)<br><br>(CEQA - EIR, 12/15/2016.)<br>(NEPA - EIS, 12/20/2016)<br><br>(Future consideration of funding approved under Resolution E-17-19; May 2017.)<br><br>(Time extension for FY 17-18 R/W expires 08/31/2018.)<br><br>**Amend Resolution FP-18-23 to correct the Budget Item #, Fund Type, Program Code, and Project ID and remove the District-County-Route and Postmile infomration because the project switched from an locally administered on system project to an off system project. There is no change to the original allocation amount of $2,000,000.** | Unit<br>Each<br>Each<br>Miles<br>Each | Total<br>1<br>1<br>8.7<br>1 | 01-0072<br>RIP/17-18<br>R/W<br>$2,000,000<br>~~0100000127~~<br>**0119000113** | 2017-18<br>~~301-0042~~<br>**101-0042**<br>SHA<br>~~20.20.075.600~~<br>**20.30.600.620** | $2,000,000 |

State of California
**DEPARTMENT OF TRANSPORTATION**

California State Transportation Agency

# MEMORANDUM

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

**CTC Meeting**: June 26-27, 2019

**From**: STEVEN KECK, Chief Financial Officer

**Reference Number**: 2.5c.(8), Action Item

**Prepared By**: Bruce De Terra, Chief
Division of Transportation Programming

**Subject**: **AMENDMENT FOR A LOCALLY-ADMINISTERED STATE TRANSPORTATION IMPROVEMENT PROGRAM PROJECT ON THE STATE HIGHWAY SYSTEM RESOLUTION FP-18-92, AMENDING RESOLUTION FP-18-68**

## ISSUE:

Should the California Transportation Commission (Commission) approve an amendment to Resolution FP-18-68 for the locally-administered State Transportation Improvement Program (STIP) – Silicon Valley Express Lanes Program – Phase 4 Electronic Tolling System (ETS) project (PPNO 2015G), in Santa Clara County to change the funding to State-Only funding?

## RECOMMENDATION:

The California Department of Transportation (Department) and the Santa Clara Valley Transportation Authority (VTA) recommends the Commission approve an amendment to Resolution FP-18-68 for the locally-administered STIP – Silicon Valley Express Lanes Program - Phase 4 ETS project (PPNO 2015G), in Santa Clara County to change the funding to State-Only funding.

## BACKGROUND:

At its May 2018 meeting, the Commission approved an allocation of $8,600,000 for the Plans, Specifications, and Estimate (PS&E) phase. The allocation was a split of both State and Federal funds, as is current practice for standard STIP projects. However, following the allocation approval, VTA notified the Department that the project is ineligible for federal funding. Prior to the PS&E allocation, VTA entered into a Master Task Order Agreement to maintain consistency and compatibility for the entire corridor's ETS. The Master Agreement does not include the necessary federal requirements. Therefore, an amendment to State-Only funding is requested.

The required changes are reflected in strike through and bold on the revised attachment. There is no change to the original project allocation amount.

**FINANCIAL RESOLUTION:**

Resolved that $8,600,000 be allocated from the Budget Act of 2018, Budget Act Item 2660-301-0042 for the locally-administered STIP project described on the attached vote list.

Attachment

## 2.5 Highway Financial Matters

| Project # / Allocation Amount / Recipient / RTPA/CTC / County / Dist-Co-Rte / Postmile | Project Title / Location / Project Description / Project Support Expenditures | PPNO / Program/Year / Phase / Prgm'd Amount / Project ID / Adv Phase / EA | Budget Year / Item # Fund Type / Program Code | Amount by Fund Type |
|---|---|---|---|---|
| **2.5c.(8)** | **Allocation Amendment - Locally Administered STIP Projects On the State Highway System** | | | **Resolution FP-18-92**<br>Amending Resolution FP-18-68 |
| 1<br>$8,600,000<br><br>Santa Clara Valley Transportation Authority<br>MTC<br>Santa Clara<br>04-SCl-85<br>0.0/5.2 | Silicon Valley Express Lanes Program - Phase 4 ETS. 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/from US 101. Develop and install ETS.<br><br>Outputs/Outcomes / Unit / Total<br>HOV/HOT lane-mile(s) constructed / Miles / 12.5<br><br>(CEQA - ND, 04/20/2015)<br>(NEPA - FONSI, 04/20/2015)<br><br>(Future consideration of funding approved under Resolution E-15-29; June 2015.)<br><br>(Contribution from other sources: $100,000.)<br><br>**Amend Resolution FP-18-68 to revise the allocation funding split from State/Federal split to State Only funds. There is no change to the original project allocation amount.** | 04-2015G<br>RIP/19-20<br>PS&E<br>$8,600,000<br>0417000232<br>4PSEL<br>1K552 | 2018-19<br>301-0042<br>SHA<br>301-0890<br>FTF<br><br>20.20.075.600 | ~~$986,000~~<br>**$8,600,000**<br>~~$7,614,000~~<br>**$0** |

State of California
**DEPARTMENT OF TRANSPORTATION**

California State Transportation Agency

# MEMORANDUM

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

**CTC Meeting**: June 26-27, 2019

**From**: STEVEN KECK, Chief Financial Officer

**Reference Number**: 2.5g.(2a)-2.5g.(2k), Action Item

**Prepared By**: Bruce De Terra, Chief
Division of Transportation Programming

**Subject**: **ALLOCATION AMENDMENTS FOR PROPOSITION 1B STATE ROUTE 99 PROGRAM PROJECTS**

## ISSUE:

Should the California Transportation Commission (Commission) approve the California Department of Transportation (Department) request to de-allocate $15,019,000 in Proposition 1B – State Route 99 (SR99) savings and adjust allocations for 11 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 $15,019,000 in Proposition 1B – SR99 funding and adjust allocations of the eleven projects listed below, due to cost savings at the completion of each project as follows:

Due to cost savings, the following eight projects will be de-allocating SR 99 funding 2.5g.(2a)-2.5g.(2h):

| Project | PPNO | Resolution | Amending Resolution | Current Project Allotment | Cost Savings: | Revised Allocation Amount: |
|---|---|---|---|---|---|---|
| North Fresno 6 -Lane | 06-6274A | R99-AA-1819-01 | R99-AA-1516-02 | $22,313,000 | ($1,867,000) | $20,446,000 |
| South Bakersfield 8-Lane Widening | 06-6268 | R99-AA-1819-02 | R99-AA-1516-03 | $24,600,000 | ($220,000) | $24,380,000 |
| North Bakersfield Widening | 06-6267 | R99-AA-1819-03 | R99-AA-1516-04 | $10,193,000 | ($149,000) | $10,044,000 |
| Arboleda Road Freeway | 10-5414 | R99-AA-1819-04 | R99-AA-1516-05 | $79,425,000 | ($198,000) | $79,227,000 |
| Atwater-Merced Expressway Phase 1A | 10-5264A | R99-AA-1819-05 | R99-AA-1314-01 | $46,521,000 | ($4,870,000) | $41,651,000 |
| State Route 99 Widening in Manteca and San Joaquin Phase 2 | 10-7634B | R99-AA-1819-06 | R99-AA-1516-09 | $38,183,000 | ($2,665,000) | $35,518,000 |
| State Route 99 Widening in Manteca and San Joaquin Phase 1 | 10-7634A | R99-AA-1819-07 | R99-AA-1516-08 | $35,894,000 | ($1,350,000) | $34,544,000 |
| Pelandale Avenue Interchange | 10-9460 | R99-AA-1819-08 | R99-AA-1314-03 | $41,630,000 | ($1,500,000) | $40,130,000 |
| | | | **Subtotal:** | **$298,759,000** | **($12,819,000)** | **$285,940,000** |

The following two projects will be moving cost savings from one phase to another as well as de-allocating additional SR 99 saving on the projects 2.5g.(2i)-2.5g.(2j):

| Project | PPNO | Resolution | Amending Resolution | Current Project Allotment | Cost Adjustments: | Revised Allocation Amount: | Phases affected: |
|---|---|---|---|---|---|---|---|
| SR 99 (South Stockton Widening) | 7668 | R99-AA-1819-09 | R99-AA-1516-07 | $5,889,000<br>$20,000,000<br>$26,911,000<br>$79,456,000<br><br>**$132,256,000** | $1,100,000<br>$2,000,000<br>($7,200,000)<br>$0<br><br>**($4,100,000)** | $6,989,000<br>$22,000,000<br>$19,711,000<br>$79,456,000<br><br>**$128,156,000** | RW ENG<br>CON ENG<br>RW<br>CON |
| Freeway Upgrade & Plainsburg Road I/C | 5401 | R99-AA-1819-10 | R99-AA-1516-11 | $0<br>$1,971,000<br>$700,000<br>$10,000,000<br>$1,800,000<br>$51,398,000<br><br>**$65,869,000** | $0<br>$0<br>$800,000<br>$0<br>$0<br>($6,500,000)<br><br>**($5,700,000)** | $0<br>$1,971,000<br>$1,500,000<br>$10,000,000<br>$1,800,000<br>$44,898,000<br><br>**$60,169,000** | PA&ED<br>PS&E<br>RW ENG<br>CON ENG<br>RW<br>CON |
| | | | **Subtotal:** | **$198,125,000** | **($9,800,000)** | **$188,325,000** | |

An additional $7,600,000 is re-allocated from the overall cost savings within the SR99 program to the following project. The construction increase is due to a construction claim related to differing site conditions and bridge elements. 2.5g.(2k)

| Project | PPNO | Resolution | Amending Resolution | Current Project Allotment | Cost Adjustments: | Revised Allocation Amount: | Phases affected: |
|---|---|---|---|---|---|---|---|
| Goshen to Kingsburg 6-Lane | 6480 | R99-AA-1819-11 | R99-AA-1516-12 | $1,178,000<br>$600,000<br>$2,544,000<br>$14,450,000<br>$68,863,000<br><br>**$87,635,000** | $0<br>$0<br>$0<br>$0<br>$7,600,000<br><br>**$7,600,000** | $1,178,000<br>$600,000<br>$2,544,000<br>$14,450,000<br>$76,463,000<br><br>**$95,235,000** | PS&E<br>RW ENG<br>RW<br>CON ENG<br>CON |

## BACKGROUND:

The Proposition 1B – SR99 program projects listed above have been completed and have construction or right of way cost savings and adjustments. The adjustments address construction claims and support in closing out projects and claims. The majority of the projects within the San Joaquin Valley realized savings in construction capital. One project has an upward adjustment to pay for an arbitration claim settlement related to differing site conditions, bridge elements quantities and environmental issues with migratory birds. This claim had been reported in quarterly reports and has reached a satisfactory final arbitration settlement. Program savings will be used to program additional projects in the future. 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 – SR99 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

# Projects de-allocating SR 99 funding

| 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.(2a) Allocation Amendment - Proposition 1B – State Administered Route 99 Project on the State Highway System** | | | | **Resolution R99-AA-1819-01,** Amending Resolution R99-AA-1516-02 |
| 1<br>~~$22,313,000~~<br>**$20,446,000**<br><br>Department of Transportation<br>COFCG<br>Fresno<br>06S-Fre-99<br>26.7/30.6 | North Fresno 6-Lane. In and near the city of Fresno, from Ashlan Avenue to 0.2 mile north of Grantland Avenue. Widen 4-lane freeway to 6-lane freeway.<br><br>Final Project Development Adjustment: N/A<br>Final Right of Way Share Adjustment: N/A<br><br>(Related R99 baseline amendment under Resolution R99-PA-1213-21; May 2013.)<br><br>(CEQA – Exempt [PRC21080(b)])<br><br>Outcome/Output: This project proposes to construct 7.8 new miles of lanes. This improvement will save 1,795 daily vehicle hours of delay.<br><br>**Amend Resolution R99-AA-1516-02 to de-allocate $1,867,000 SR 99 to reflect program savings and adjustments.** | 06-6274A<br>SR 99 / 09-10<br>PA&ED<br>~~$493,000~~<br>**$4,000**<br>PS&E<br>~~$1,492,000~~<br>**$193,000**<br>R/W ENG<br>$11,000<br>R/W<br>~~$89,000~~<br>**$10,000**<br>CONST ENG<br>$3,313,000<br>CONST<br>~~$16,915,000~~<br>**$16,915,000**<br>0600000971<br>0, 1, 3, 4<br>44261 | 2009-10<br>004-6072<br>SR99<br><br>2009-10<br>304-6072<br>SR99<br>20.20.722.000 | ~~$5,309,000~~<br>**$3,521,000**<br><br>~~$17,004,000~~<br>**$16,925,000** |

| Project # / Allocation Amount / Recipient / RTPA/CTC / County / Dist-Co-Rte / Postmile | Project Title / Location / Project Description | PPNO / Program/Year / Phase / Prgm'd Amount / Project ID / Adv Phase / EA | Item # / Fund Type | Amount by Fund Type |
|---|---|---|---|---|
| **2.5g.(2b) Allocation Amendment - Proposition 1B –State Administered Route 99 Projects on the State Highway System** | | | | **Resolution R99-AA-1819-02,** Amending Resolution R99-AA-1516-03 |
| 1<br>~~$24,600,000~~<br>**$24,380,000**<br><br>Department of Transportation<br>KCOG<br>Kern<br>06-Ker-99<br>17.0/22.1 | **South Bakersfield 8-Lane Widening**. In Bakersfield, from 0.5 mile south of Route 119 to Wilson Road. Widen from six lanes to eight lanes.<br><br>Final Project Development - RIP:<br>Support Estimate: $ 2,173,000<br>Programmed Amount: $ 2,700,000<br>Adjustment: $ 0 (< 20%)<br><br>Final Right of Way: N/A<br><br>(Related SR 99 Program Amendment / Baseline Agreement under Resolution R99-P-1112-002 and R99-P-1112-003; June 2012.)<br><br>(Related SR99 Baseline Amendment under Resolution R99-PA-1213-08; December 2012.)<br><br>(Future Consideration of Funding – Resolution E-11-72, October 2011.)<br><br>Outcome/Output: Daily Travel Time Savings: 3,061 hours<br>Peak Period Time Savings: 177,240 minutes<br><br>**Amend Resolution R99-AA-1516-03 to de-allocate $220,000 SR99 to reflect program savings and adjustments.** | 06-6268<br>SR-99/11-12<br>PA&ED<br>$1,600,000<br>PS&E<br>$1,111,000<br>R/W ENG<br>$0<br>R/W<br>$50,000<br>CON ENG<br>~~$3,600,000~~<br>**$3,557,000**<br>CONST<br>~~$21,000,000~~<br>**$20,823,000**<br>0600020165<br>4<br>0G8304 | 004-6072<br>SR99<br><br>2012-13<br>304-6072<br>SR-99<br>20.20.722.000 | ~~$3,600,000~~<br>**$3,557,000**<br><br>~~$21,000,000~~<br>**$20,823,000** |

## 2.5 Highway Financial Matters

| Project # / Allocation Amount / Recipient / RTPA/CTC / County / Dist-Co-Rte / Postmile | Project Title / Location / Project Description | PPNO / Program/Year / Phase / Prgm'd Amount / Project ID / Adv Phase / EA | Item # / Fund Type | Amount by Fund Type |
|---|---|---|---|---|
| **2.5g.(2c) Allocation Amendment - Proposition 1B –State Administered Route 99 Projects on the State Highway System** | | | **Resolution R99-AA-1819-03,** Amending Resolution R99-AA-1516-04 | |
| 1<br>~~$10,193,000~~<br>**$10,044,000**<br><br>Department of Transportation<br>KCOG<br>Kern<br>06-Ker-99<br>27.0/R28.4 | **North Bakersfield Widening**. In Bakersfield, from Route 204 to Beardsley Canal Bridge. Widen from 6 lanes to 8 lanes.<br><br>Final Project Development: (RIP)<br>Support Estimate: $1,213,000<br>Programmed Amount: $1,200,000<br>Adjustment: $ 0 (<20%)<br><br>Final Right of Way: N/A<br><br>(Future Consideration of Funding - Resolution E-04-16; October 2011.)<br><br>(SR 99 Program Amendment / Baseline Agreement under Resolution R99-P-1213-02 and Resolution R99-P-1213-03; October 2012.)<br><br>Outcome/Output: Daily Travel Time Savings: 1,510 hours.<br><br>**Amend Resolution R99-A-1516-04 to de-allocate $149,000 SR99 to reflect program savings and adjustments to program right of way.** | 06-6267<br>SR-99/12-13<br>PA&ED<br>$534,000<br>PS&E<br>$656,000<br>R/W ENG<br>$0<br>R/W<br>~~$3,000~~<br>**$0**<br>CON ENG<br>~~$1,500,000~~<br>**$1,498,000**<br>CONST<br>~~$7,500,000~~<br>**$7,356,000**<br>0600020166<br>4<br>0G8404 | 004-6072<br>SR99<br><br>2011-12<br>304-6072<br>SR-99<br>20.20.722.000 | ~~$2,690,000~~<br>**$2,688,000**<br><br>~~$7,503,000~~<br>**$7,356,000** |

| 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 | Item # / Fund Type | Amount by Fund Type |
|---|---|---|---|---|
| **2.5g.(2d) Allocation Amendment - Proposition 1B – State Administered Route 99 Projects on the State Highway System** | | | **Resolution R99-AA-1819-04,** Amending Resolution R99-AA-1516-05 | |
| 1<br>~~$79,425,000~~<br>**$79,227,000**<br><br>Department of Transportation<br>MCAG<br>Merced<br>10N-Mer-99<br>4.6/10.5 | **Arboleda Road Freeway**. Near Merced, on Route 99 from Buchanan Hollow Road to Miles Creek overflow. Convert to 6-lane freeway and construct interchange at Arboleda Road. (TCRP #104)<br><br>Final Project Development Adjustment:<br>Support Estimate: $4,659,000<br>Programmed Amount: $5,617,000<br>Adjustment: $ 0 (< 20%)<br><br>Final Right of Way Share Adjustment:<br>Right of Way Estimate: $26,720,000<br>Programmed Amount: $25,870,000<br>Adjustment: $ 0 (< 20%)<br><br>(Route 99 program amendment under Resolution R99-PA-1112-017; December 2011.)<br><br>(Future Consideration of Funding – Resolution E-07-04, March 2007.)<br><br>Outcome/Output: Daily travel time savings of 87 hours. Peak period time savings of 6,951 minutes.<br><br>**Amend Resolution R99-AA-1516-05 to de-allocate $198,000 SR 99 Corridor Bond Program to reflect program savings and adjustments.** | 10-5414<br>SR 99/11-12<br>PS&E<br>$959,000<br>CONST ENG<br>~~$9,906,000~~<br>**$9,708,000**<br>CONST<br>$68,560,000<br>1000000430<br>4<br>415704 | 004-6072<br>SR99<br><br>2011-12<br>304-6072<br>SR99<br>20.20.722.000 | ~~$10,865,000~~<br>**$10,667,000**<br><br>$68,560,000 |

## 2.5 Highway Financial Matters

| Project # / Allocation Amount / Recipient / RTPA/CTC / County / Dist-Co-Rte / Postmile | Project Title / Location / Project Description | PPNO / Program/Year / Phase / Prgm'd Amount / Project ID / Adv Phase / EA | Item # / Fund Type | Amount by Fund Type |
|---|---|---|---|---|
| **2.5g.(2e)** | **Allocation Amendment - Proposition 1B –Locally Administered Route 99 Projects on the State Highway System** | | **Resolution R99-AA-1819-05** Amending Resolution R99-AA-1314-01 | |
| 1<br>~~$46,521,000~~<br>**$41,651,000**<br><br>Merced County<br>MCAG<br>Merced<br>10-Mer-99<br>19.5/20.7 | **Atwater-Merced Expressway Phase 1A**. Near Atwater, from 1.0 mile south of Buhach Road to 0.1 mile north of Buhach Road. Widen to 6-lane freeway, including demolition of Buhach Road interchange, and construct new interchange.<br><br>(Concurrent SR 99 project baseline amendment under Resolution R99-PA-1314-01; August 2013.)<br><br>(SR 99 project funding broken down as ~~$45,000,000~~ **$39,521,000** for CONST and $7,000,000 for CON ENG.)<br><br>(Future Consideration of Funding under Resolution E-11-59; August 2011.)<br><br>Outcome/Output: Daily travel time savings: 5,022 hours. Peak period time savings: 301,320 minutes.<br><br>**Amend Resolution R99-AA-1314-01 to de-allocate $4,870,000 SR 99 CONST to reflect contract award savings.** | 10-5264A<br>SR-99/12-13<br>CONST<br>~~$46,521,000~~<br>**$41,651,000**<br>1000000045<br>4CONL<br>0G4404 | 2011-12<br>304-6072<br>SR-99<br>20.20.722.000 | ~~$46,521,000~~<br>**$41,651,000** |

| Project # / Allocation Amount / Recipient / RTPA/CTC / County / Dist-Co-Rte / Postmile | Project Title / Location / Project Description | PPNO / Program/Year / Phase / Prgm'd Amount / Project ID / Adv Phase / EA | Item # / Fund Type | Amount by Fund Type |
|---|---|---|---|---|
| **2.5g.(2f)** | **Allocation Amendment - Allocation Amendment - State Administered Route 99 Project on the State Highway System** | | **Resolution R99-AA-1819-06,** Amending Resolution R99-AA-1516-09 | |
| 1<br>~~$38,183,000~~<br>**$35,518,000**<br><br>Department of Transportation<br>SJCOG<br>San Joaquin<br>10N-SJ-99<br>10.6/15.0 | State Route 99 Widening in Manteca and San Joaquin -Phase 2. In Manteca, from 1.4 miles north of Lathrop Road to 0.4 mile north of Arch Road. Reconstruct interchange.<br><br>(Future Consideration of Funding – Resolution E-10-60, July 2010.)<br><br>Outcome/Output: Replace the Turner Overhead structure and reconstruct the French Camp Road interchange.<br><br>**Amend Resolution R99-AA-1516-09 to de-allocate $2,313,000 in SR 99 Capital and $352,000 in Support to reflect program savings. These changes are an overall decrease of $2,665,000 to the allocation of the project.** | 10-7634B<br>SR 99/11-12<br>R/W ENG<br>~~$400,000~~<br>**$209,000**<br>R/W<br>~~$1,490,000~~<br>**$1,372,000**<br>CONST ENG<br>~~$6,750,000~~<br>**$6,589,000**<br>CONST<br>~~$29,543,000~~<br>**$27,348,000**<br>1000020441<br>4<br>0E6124 | 004-6072<br>SR99<br><br>2011-12<br>304-6072<br>SR99<br>20.20.722.000 | ~~$7,150,000~~<br>**$6,798,000**<br><br>~~$31,033,000~~<br>**$28,720,000** |

## 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 | Item # / Fund Type | Amount by Fund Type |
|---|---|---|---|---|
| **2.5g.(2g) Allocation Amendment – Proposition 1B State Administered Route 99 Projects on the State Highway System** | | | **Resolution R99-AA-1819-07,** Amending Resolution R99-AA-1516-08 | |
| 1<br>~~$35,894,000~~<br>**$34,544,000**<br><br>Department of Transportation<br>SJCOG<br>San Joaquin<br>10N-SJ-99<br>4.9/14.2 | State Route 99 Widening in Manteca and San Joaquin Phase 1. In Manteca, from 0.9 mile south of Route 120 west to 0.4 mile south of Arch Road. Widen highway from 4 to 6 lanes, and construct auxiliary lanes.<br><br>(Future Consideration of Funding – Resolution E-10-60, July 2010.)<br><br>Outcome/Output: Widen 8.3 miles of SR 99 from 4 to 6 lanes (16.6 lane miles).<br><br>**Amend Resolution R99-AA-1516-08 to de-allocate $1,228,000 in SR 99 Capital to reflect program savings and decrease Support by $122,000. These changes are a net overall decrease of $1,350,000 to the project.** | 10-7634A<br>SR 99/11-12<br>CONST ENG<br>~~$5,250,000~~<br>**$5,128,000**<br>CONST<br>~~$30,644,000~~<br>**$29,416,000**<br>1000020440<br>4<br>0E6114 | 004-6072<br>SR99<br><br>2010-11<br>304-6072<br>SR99<br>20.20.722.000 | ~~$5,250,000~~<br>**$5,128,000**<br><br><br>~~$30,644,000~~<br>**$29,416,000** |

| Project # / Allocation Amount / Recipient / RTPA/CTC / County / 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.(2h) Financial Allocation Amendment - Proposition 1B –Locally Administered Route 99 Projects on the State Highway System** | | | **Resolution R99-AA-1819-08** Amending Resolution R99-AA-1516-01 | |
| 1<br>~~$41,630,000~~<br>**$40,130,000**<br><br>City of Modesto<br>StanCOG<br>Stanislaus<br>10-Sta-99<br>R21.0/R22.1 | **Pelandale Avenue Interchange.** In Modesto and Salida, from 0.75 mile south of Pelandale Avenue to 0.35 mile north of Pelandale Avenue. Reconstruct the SR 99/Pelandale interchange and construct auxiliary lanes.<br><br>(Future Consideration of Funding under Resolution E-12-60; August 2012.)<br><br>(CONST allocation includes $5,200,000 for CON ENG.)<br><br>Outcome/Output: Daily travel time savings = 6,595 hours. Peak period time savings = 79,140 minutes.<br><br>**Amend Resolution R99-AA-1516-01 to de-allocate $1,500,000 SR 99 CONST to reflect contract award savings.** | 10-9460<br>SR-99/13-14<br>CONST<br>~~$41,630,000~~<br>**$40,130,000**<br>1000000440<br>4CONL<br>47210 | 2012-13<br>304-6072<br>SR-99<br>20.20.722.000<br><br>2013-2014<br>304-6072<br>SR-99<br>20.20.722.000 | $3,012,000<br><br>~~$38,618,000~~<br>**$37,118,000** |

**2.5 Highway Financial Matters**

## De-allocation of SR 99 funding and/or increase to another phase of the project:

| Project # / Allocation Amount / Recipient / RTPA/CTC / County / Dist-Co-Rte / Postmile | Project Title / Location / Project Description | PPNO / Program/Year / Phase / Prgm'd Amount / Project ID / Adv Phase / EA | Item # / Fund Type | Amount by Fund Type |
|---|---|---|---|---|
| **2.5g.(2i)** | **Allocation Amendment - Proposition 1B –State Administered Multi-Funded SR99/SLPP Project on the State Highway System** | | **Resolution R99-AA-1819-09,** Amending Resolution R99-AA-1516-07 | |
| 1<br>~~$132,256,000~~<br>**$128,156,000**<br><br>Department of Transportation<br>SJCOG<br>San Joaquin<br>10-SJ-99<br>15.0/18.6 | **SR 99 (South Stockton) Widening**. Near Stockton, from 0.3 mile north of Arch Road to 0.1 mile south of Route 4 West. Widen from 4 to 6 lanes and improve and reconstruct various interchanges.<br><br>Final Project Development - RIP:<br>Support Estimate: $16,472,000<br>Programmed Amount: $12,472,000<br>Adjustment: $4,000,000 (Debit)<br><br>Final Project Development - IIP:<br>Support Estimate: $1,529,000<br>Programmed Amount: $1,558,000<br>Adjustment: $ 0 (< 20%)<br><br>Final Right of Way - RIP:<br>Support Estimate: $ 519,000<br>Programmed Amount: $ 551,000<br>Adjustment: $ 0 (< 20%)<br><br>(Future Consideration of Funding under Resolution E-09-19; March 2009.)<br><br>(Related SR 99 baseline amendment under Resolution R99-PA-1213-11; January 2013.)<br><br>(Contributions from other sources: $28,922,000.)<br><br>Outcome/Output: Daily Travel Time Savings: $4,722 hours.<br>Peak Period Time Savings: 376,053 minutes.<br><br>**Amend Resolution R99-AA-1516-07 to de-allocate $7,200,000 in SR 99 Capital to reflect program savings and increase Support by $3,100,000 for a total de-allocation amount of $4,100,000.** | 10-7668<br>SR-99/11-12<br>R/W ENG<br>~~$5,889,000~~<br>**$6,989,000**<br>R/W<br>~~$26,911,000~~<br>**$19,711,000**<br>CON ENG<br>~~$20,000,000~~<br>**$22,000,000**<br>CONST<br>$79,456,000<br>1000000409<br>4<br>3A1004 | 004-6072<br>SR99<br><br>2011-12<br>304-6072<br>SR-99<br>20.20.722.000 | ~~$25,889,000~~<br>**$28,989,000**<br><br>~~$106,367,000~~<br>**$99,167,000** |

## 2.5 Highway Financial Matters

| Project # / Allocation Amount / Recipient / RTPA/CTC / County / Dist-Co-Rte / Postmile | Project Title / Location / Project Description | PPNO / Program/Year / Phase / Prgm'd Amount / Project ID / Adv Phase / EA | Item # / Fund Type | Amount by Fund Type |
|---|---|---|---|---|
| **2.5g.(2j) Allocation Amendment - Proposition 1B – State Administered Route 99 Projects on the State Highway System** | | | | **Resolution R99-AA-1819-10,** Amending Resolution R99-AA-1516-11 |
| 1<br>~~$65,869,000~~<br>**$60,169,000**<br><br>Department of Transportation<br>MCAG<br>Merced<br>10N-Mer-99<br>0.0/4.6 | Freeway Upgrade & Plainsburg Road I/C. Near the city of Merced, from north of the Madera County line to Buchanan Hollow Road. Convert to 6 lane freeway and construct interchange at Plainsburg Road.<br><br>(Related R99 baseline amendment under Resolution R99-PA-1213-20; May 2013.)<br><br>(Future Consideration of Funding – Resolution E-07-04, March 2007.)<br><br>Outcome/Output: Daily travel time savings of 66 hours, peak period time savings of 5,285 minutes, and 9.2 lane-miles of new lanes.<br><br>**Amend Resolution R99-AA-1516-11 to de-allocate $6,500,000 in SR 99 Capital to reflect program savings and increase Support by $800,000 for a total de-allocation amount of $5,700,000.** | 10-5401<br>SR 99/08-09<br>PA&ED<br>$0<br>PS&E<br>$1,971,000<br>R/W ENG<br>~~$700,000~~<br>**$1,500,000**<br>R/W<br>$1,800,000<br>CON ENG<br>$10,000,000<br>CONST<br>~~$51,398,000~~<br>**$44,898,000**<br>1000000431<br>1<br>41580 | 004-6072<br>SR99<br><br>2008-09<br>304-6072<br>SR-99<br>20.20.722.000 | ~~$12,671,000~~<br>**$13,471,000**<br><br>~~$53,198,000~~<br>**$46,698,000** |

## Re-Allocation from the overall cost savings within the SR 99 Program:

| Project # / Allocation Amount / Recipient / RTPA/CTC / County / Dist-Co-Rte / Postmile | Project Title / Location / Project Description | PPNO / Program/Year / Phase / Prgm'd Amount / Project ID / Adv Phase / EA | Item # / Fund Type | Amount by Fund Type |
|---|---|---|---|---|
| **2.5g.(2k) Allocation Amendment - Proposition 1B – State Administered Route 99 Projects on the State Highway System** | | | | **Resolution R99-AA-1819-11,** Amending Resolution R99-AA-1516-12 |
| 1<br>~~$87,635,000~~<br>**$95,235,000**<br><br>Department of Transportation<br>TCAG, COFCG<br>Tulare, Fresno<br>06S-Tul, Fre-99<br>41.3/R53.9,<br>R0.0/R1.2 | Goshen to Kingsburg 6-Lane. Between Goshen and Kingsburg, from the Goshen Overhead to Route 201. Widen 4-lane freeway to 6-lane freeway.<br><br>(Related R99 baseline amendment under Resolution R99-PA-1213-20; May 2013.)<br><br>(Future Consideration of Funding – Resolution E-07-01, February 2007.)<br><br>Outcome/Output: This project proposes to construct 20.5 mixed flow lane miles, 4 new bridges, 14 modified bridges, 40.4 restoration lane miles and 5,000 linear feet of soundwalls. This improvement will save 1,564 daily vehicle hours of delay and provide 124,574 minutes of peak period time savings.<br><br>**Amend Resolution R99-AA-1516-12 to increase SR 99 Construction by $7,600,000.** | 06-6480<br>SR 99/08-09<br>PS&E<br>$1,178,000<br>R/W ENG<br>$600,000<br>R/W<br>$2,544,000<br>CONST ENG<br>$14,450,000<br>CONST<br>~~$68,863,000~~<br>**$76,463,000**<br>0600000366<br>1<br>32450 | 004-6072<br>SR99<br><br>2008-09<br>304-6072<br>SR-99<br>20.20.722.000<br><br>**2018-19**<br>**304-6072**<br>**SR-99**<br>**20.20.722.000** | $16,228,000<br><br>$71,407,000<br><br>**$7,600,000** |

State of California
**DEPARTMENT OF TRANSPORTATION**

California State Transportation Agency

# MEMORANDUM

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

**CTC Meeting**: June 26-27, 2019

**From**: STEVEN KECK, Chief Financial Officer

**Reference Number**: 2.5g.(5b)-2.5g.(5c), Action Item

**Prepared By**: Bruce De Terra, Chief
Division of Transportation Programming

**Subject: 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 $1,198,000 in Proposition 1B – Trade Corridor Improvement Funding (TCIF) from two 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 $1,198,000 in Proposition 1B – TCIF funding from the two projects listed below, due to cost savings at the completion of each project as follows:

| TCIF Project | PPNO | Resolution | Amending Resolution | Current Project Allocation | Cost Savings | Revised Allocation Amount |
|---|---|---|---|---|---|---|
| **Project 41:** Tustin Avenue/Rose Drive Overcrossing | 12-TC41 | TCIF-AA-1819-19 | TCIF-AA-1819-10 | $22,962,000 | $428,000 | $22,534,000 |
| **Project 68.1:** State Route 11/State Route 905 Freeway to Freeway Connector | 11-0999A | TCIF-AA-1819-18 | TCIF-AA-1718-01 | $66,330,000 | $770,000 | $65,560,000 |
| **TOTAL** | | | | **$89,292,000** | **$1,198,000** | **$88,094,000** |

## 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.(5b) Financial Allocation Amendment - Proposition 1B – Locally Administered TCIF Projects off the State Highway System** | | | | **Resolution TCIF-AA-1819-19** Amending Resolution TCIF-AA-1819-10 |
| 1<br>~~$22,962,000~~<br>**$22,534,000**<br><br>Orange County Transportation Authority<br>OCTA<br>12-Orange | **Tustin Avenue/Rose Drive at the BNSF Railroad Grade Separation.** In the cities of Anaheim and Placentia. Construct overhead. (TCIF Project 41.)<br><br>Outcome/Output: There should be a decrease in traffic congestion and travel time. The elimination of potential collision points will provide greater driver safety.<br><br>**Amend Resolution TCIF-AA-1819-10 to de-allocate an additional $428,000 in TCIF Bond Program CONST to reflect Construction Completion Savings.** | 12-TC41<br>TCIF/11-12<br>CONST<br>~~$22,962,000~~<br>**$22,534,000**<br>1200020282 | 2011-12<br>104-6056<br>TCIF<br>20.30.210.300 | ~~$22,962,000~~<br>**$22,534,000** |

## 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.(5c)** | **Allocation Amendment – Proposition 1B – State Administered TCIF Projects on the State Highway System** | | | **Resolution TCIF-AA-1819-18** Amending Resolution TCIF-AA-1718-01 |
| 1<br>~~$66,330,000~~<br>**$65,560,000**<br><br>Department of Transportation<br>SANDAG<br>11-SD-11/905<br>0.0/1.6<br>R9.9/10.7 | **SR 11/SR 905 Freeway to Freeway Connectors**. In San Diego County, in and near San Diego on Route 11 from the Route 11/905 Separation to Enrico Fermi Drive and on Route 905 from 0.1 mile East of the La Media Road Undercrossing to 0.2 mile West of the Airway Road Undercrossing. Segment 1 includes construction of SR 905/SR 11 freeway to freeway connectors. (TCIF Project 68.1)<br><br>(Future Consideration of Funding - Resolution E-12-35; June 2012.)<br><br>Outcome/Output: The overall project will provide better access from the cargo side of the existing Otay Mesa Port of Entry to the U.S. by providing 2.4 miles of new highway with freeway to freeway connectors and one local interchange.<br><br>**Amending Resolution TCIF-AA-1718-01 to de-allocate an additional $770,000 TCIF Bond Program CONST to reflect close out savings.** | 11-0999A<br>TCIF/12-13<br>CON ENG<br>$12,159,000<br>CONST<br>~~$54,171,000~~<br>**$53,401,000**<br>1100020519<br>4<br>056324 | 004-6056<br>TCIF<br><br>2012-13<br>304-6056<br>TCIF<br>20.20.723.000 | $12,159,000<br><br>~~$54,171,000~~<br>**$53,401,000** |

State of California
**DEPARTMENT OF TRANSPORTATION**

California State Transportation Agency

# MEMORANDUM

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

**CTC Meeting**: June 26-27, 2019

**From**: STEVEN KECK, Chief Financial Officer

**Reference Number**: 2.5g.(5d), Action Item

**Prepared By**: Bruce De Terra, Chief
Division of Transportation Programming

**Subject**: **ALLOCATION AMENDMENT FOR THE STATE-ADMINISTERED MULTI-FUNDED PROPOSITION 1B TRADE CORRIDORS IMPROVEMENT FUND/BORDER INFRASTRUCTURE PROGRAM/FASTLANE PROJECT ON THE STATE HIGHWAY SYSTEM**
**RESOLUTION TCIF-AA-1819-20, AMENDING RESOLUTION TCIF-A-1819-01**
**RESOLUTION FP-18-76, AMENDING RESOLUTION FP-18-41**

## ISSUE:

Should the California Transportation Commission (Commission) amend Resolutions TCIF-A-1819-01 and FP-18-41 to increase the Federal Discretionary (FASTLANE) Grant program funding by $2,000, from $49,278,000 to $49,280,000, for the State-Administered multi-funded Route 11 – Enrico Fermi Drive to Otay Mesa East Port of Entry (POE) Proposition 1B (Prop 1B) Trade Corridors Improvement Fund (TCIF)/Border Infrastructure Program (BIP)/FASTLANE project (PPNO 0999D), in San Diego County?

## RECOMMENDATION:

The California Department of Transportation (Department) recommends the Commission amend Resolutions TCIF-A-1819-01 and FP-18-41 to increase the approved amount of FASTLANE Grant funding by $2,000, from $49,278,000 to $49,280,000, for the State-Administered multi-funded Route 11 – Enrico Fermi Drive to Otay Mesa East POE project (PPNO 0999D) in San Diego County.

## BACKGROUND:

At its December 2018 meeting, the Commission approved $49,278,000 in FASTLANE Grant funding for the Route 11 – Enrico Fermi Drive to Otay Mesa East POE project (PPNO 0999D) in San Diego County. Later, it was discovered that the actual grant awarded to the project by the Federal Highway administration was increased by $2,000, for a total of $49,280,000. Consequently, the Department is requesting that the original FASTLANE allocation of

$49,278,000 be increased to $49,280,000 to correctly reflect the entire grant amount. This also increases the overall allocation by $2,000, from $60,453,000 to $60,455,000.

The necessary changes are reflected in strikethrough and bold on the attached vote list.

**FINANCIAL RESOLUTION:**

Be it Resolved, that the Federal Discretionary (FASTLANE) Grant program funding, originally allocated under the Budget Act of 2018, Budget Act Item 2660-301-0890 is increased by $2,000, from $49,278,000 to $49,280,000, thereby increasing the overall allocation from $60,453,000 to $60,455,000 as shown on the attached revised vote list. There is no change to the originally allocated Prop 1B or BIP amounts.

Attachment

## 2.5 Highway Financial Matters

| Project # / Allocation Amount / Recipient / RTPA/CTC / County / Dist-Co-Rte / Postmile | Project Title / Location / Project Description / Project Support Expenditures | PPNO / Program/Year / Phase / Prgm'd Amount / Project ID / Adv Phase / EA | Budget Year / Item # Fund Type / Program Code | Amount by Fund Type |
|---|---|---|---|---|
| **2.5g.(5d)** | **Allocation Amendment - Multi-funded Prop 1B TCIF/BIP/FASTLANE - Federal Discretionary Funds Project** | | | **Resolution TCIF-AA-1819-20**<br>Amending Resolution TCIF-A-1819-01<br>**Resolution FP-18-76**<br>Amending Resolution FP-18-41 |
| 1<br>~~$60,453,000~~<br>**$60,455,000**<br><br>Department of Transportation<br>SANDAG<br>San Diego<br>11-SD-11<br>1.2/2.7 | **Route 11 - Enrico Fermi Drive to Otay Mesa East Port of Entry**. On Route 11 from 0.1 mile west of Enrico Fermi Drive to 1.2 mile east of Enrico Fermi Drive.<br><br>Construct 4-lane highway.<br><br>Outcome/Output: The project will construct 6 lane-miles of a 4-lane highway, including a new interchange and a new bridge.<br><br>Final Project Development: N/A<br>Final Right of Way: N/A<br><br>(CEQA - EIR, 08/31/2018.)<br>(NEPA - EIS, 08/31/2018)<br><br>(Future consideration of funding approved under Resolution E-12-35; June 2012.)<br><br>(Right of Way Certification: 09/13/2018)<br><br>(This project to be combined with SHOPP EA 11-288821, PPNO 1035 for construction under EA 2888U, Project ID 1118000199. SHOPP scope includes construction of the southbound freeway to freeway connectors from southbound Route 125 to eastbound Route 905 and eastbound Route 11.)<br><br>(Contribution from other sources: $58,072,000.)<br><br>**Amend Resolution TCIF-1819-01 and FP-18-41 to increase the approved amount of Federal Discretionary (FASTLANE) funding from $49,278,000 to $49,280,000; thereby increasing the overall allocation by $2,000, from $60,453,000 to $60,455,000.** | 11-0999D<br>TCIF/18-19<br>CON ENG<br>$7,825,000<br><br>BIP/18-19<br>CON ENG<br>$3,350,000<br><br>Fed Disc/18-19<br>CONST<br>~~$49,278,000~~<br>**$49,280,000**<br>1117000150<br>3,4<br>05636 | 004-6056 TCIF<br>20.10.723.000<br><br>001-0890 FTF<br>20.10.400.300<br><br>2018-19<br>301-0890 FTF<br>20.20.400.300 | $7,825,000<br><br>$3,350,000<br><br>~~$49,278,000~~<br>**$49,280,000** |

State of California
**DEPARTMENT OF TRANSPORTATION**

California State Transportation Agency

# MEMORANDUM

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

**CTC Meeting**: June 26-27, 2019

**From**: STEVEN KECK, Chief Financial Officer

**Reference Number**: 2.5s.(8), Action Item

**Prepared By**: Rihui Zhang, Chief
Division of Local Assistance

**Subject**: **ALLOCATION AMENDMENT FOR LOCALLY ADMINISTERED SENATE BILL 1 LOCAL PARTNERSHIP PROGRAM PROJECT (FORMULAIC) OFF THE STATE HIGHWAY SYSTEM RESOLUTION LPP-A-1819-26, AMENDING RESOLUTION LPP-A-1718-09**

## ISSUE:

Should the California Transportation Commission (Commission) approve an amendment to Resolution LPP-A-1718-09, for the Senate Bill 1 (SB 1) Local Partnership Program (LPP) Formulaic – Port Road Rehabilitation and Overlay Project (PPNO 4714), in Mendocino County, to de-allocate a total of $52,000 in SB 1 LPP Formulaic funds, to reflect contract award savings?

## RECOMMENDATION:

The California Department of Transportation (Department) recommends that the Commission approve an amendment to Resolution LPP-A-1718-09, for the SB1 LPP Formulaic – Port Road Rehabilitation and Overlay Project (PPNO 4714), in Mendocino County, to de-allocate a total of $52,000 in SB 1 LPP Formulaic funds, to reflect contract award savings reducing the original allocation from $200,000 to $148,000.

## BACKGROUND:

At its June 2018 meeting, the Commission approved Resolution LPP-A-1718-09, for $3,128,000 for eight locally-administered projects, programmed in the SB 1 LPP Formulaic. This project has been awarded, by City of Point Arena, for $148,000, thereby realizing a savings of $52,000 in SB 1 LPP Formulaic funds. There are no other changes to the vote box.

The required changes are reflected in strikethrough and bold in the attached revised vote box for the project.

**RESOLUTION**

Be it Resolved, that Resolution LPP-A-1718-09 is hereby amended to reduce the allocation amount for the Point Road Rehabilitation and Overlay Project by $52,000 from $200,000 to $148,000, to reflect contract award savings as indicated below and in accordance with the attached vote list.

| **Project** | **Original Allocation** | **Savings** | **Revised Allocation** |
|---|---|---|---|
| Port Road Rehabilitation and Overlay Project | $200,000 | $52,000 | $148,000 |

Attachment

## 2.5 Highway Financial Matters

| Project # / Allocation Amount / Recipient / RTPA/CTC / District-County | Project Title / Location / Project Description | PPNO / Program/Year / Phase / Prgm'd Amount / Project ID / Adv. Phase | Budget Year / Item # / Fund Type / Program Code | Amount by Fund Type |
|---|---|---|---|---|
| **2.5s.(8)** | **Allocation Amendment SB1 LPP (Formulaic) Off the State Highway System** | | | **Resolution LPP-A-1819-26 Amending Resolution LPP-A-1718-09** |
| 1<br>~~$200,000~~<br>**$148,000**<br><br>City of Point Arena<br>MCOG<br>01-Mendocino | **Port Road Rehabilitation & Overlay Project**. The entire project location is within the city limits of Point Arena. The project will begin at the end of Port Road (the wharf) and continue 0.6 miles east. The project includes a 2-inch asphalt concrete overlay and Class II bike lanes on both sides of the road for the entire 0.6 mile stretch.<br><br>Outputs/Outcomes — Unit — Total<br>Local Road Rehabilitated — Miles — 1.2<br>Bicyle Lane Miles — Miles — 1.2<br><br>(CEQA - NOE, 04/04/2018.)<br><br>(Right of Way Certification - 12/14/2017)<br><br>(Contribution from other sources: $127,000.)<br><br>**Amend Resolution LPP-A-1718-09 to reduce the original LPP CONST allocation by $52,000, from $200,000 to $148,000, to reflect contract award savings.** | 01-4714<br>LPP-F/17-18<br>CONST<br>~~$200,000~~<br>**$148,000**<br>0118000181<br>S | 2017-18<br>601-3290<br>RMRA<br>20.30.210.200 | ~~$200,000~~<br>**$148,000** |

State of California
**DEPARTMENT OF TRANSPORTATION**

California State Transportation Agency

# MEMORANDUM

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

**CTC Meeting**: June 26-27, 2019

**From**: STEVEN KECK, Chief Financial Officer

**Reference Number**: 2.5w.(4), Action Item

**Prepared By**: Rihui Zhang, Chief
Division of Local Assistance

**Subject**: **ALLOCATION AMENDMENT FOR LOCALLY ADMINISTERED ACTIVE TRANSPORTATION PROGRAM PROJECT RESOLUTION FATP-1819-17, AMENDING RESOLUTION FATP-1718-13**

## ISSUE:

Should the California Transportation Commission (Commission) approve an amendment to Resolution FATP-1718-13 for the Active Transportation Program (ATP) - Woodville Sidewalk Improvements along Road 168 project, originally approved on March 22, 2018 for the Plans Specifications and Estimates (PS&E) phase?

## RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) approve an amendment to Resolution FATP-1718-13 for the ATP - Woodville Sidewalk Improvements along Road 168 project, originally approved on March 22, 2018.

## BACKGROUND:

At the March 22, 2018 meeting, the Commission approved FATP-1718-13, which allocated $75,000 for PS&E for the Woodville Sidewalk Improvements along Road 168 project in Tulare County.

An amendment is needed to correct the PPNO from 6921 to 7012 for this project. The reason for the change is because this project and another State Highway Operation and Protection Program (SHOPP) project within the same District have the same PPNO. The ATP and SHOPP projects are not the same project and do not correlate. Therefore, the ATP is asking to amend the ATP PPNO from 6021 to 7012 as shown in the attached vote box.

The required change is reflected in strike through and bold for the following attachment.

There are no changes to the Book Item Memorandum or the original allocation amount.

**RESOLUTION:**

Be it Resolved, that the PPNO for the Woodville Sidewalk Improvements along Road 168 project in Tulare County, originally approved under Resolution FATP-1718-13 for PS&E, is hereby amended in accordance with the attached revised attachment.

Attachment

## 2.5 Highway Financial Matters

| Project # / Allocation Amount / Recipient / RTPA/CTC / District-County | Project Title / Location / Project Description | PPNO / Program/Year / Phase / Prgm'd Amount / Project ID / Adv. Phase | Budget Year / Item # / Fund Type / Program Code | Amount by Fund Type |
|---|---|---|---|---|
| **2.5w.(4)** | **Amendment - Active Transportation Program Projects** | | | **Resolution FATP-1819-17 Amending Resolution FATP-1718-13** |
| 1<br>$75,000<br><br>Tulare County<br>TCAG<br>06-Tulare | **Woodville Sidewalk Improvements along Road 168**.<br>Sidewalk improvements, curb & gutter construction, ADA ramps, AC paveouts, striping and signage improvements.<br><br>MPO<br><br>Outcome/Output: Increased pedestrian safety, mobility, and accessability.<br><br>(CEQA - CE, 01/17/2018.)<br><br>(SB 1 Augmentation)<br><br>**Amend Resolution FATP-1718-13 to revise the PPNO from 6921 to 7012. There is no change to the original allocation of $75,000.** | 06-~~6921~~ **7012**<br>ATP/17-18<br>PS&E<br>$75,000<br>0618000140<br>S | 2017-18<br>108-3290<br>RMRA<br>20.30.720.100 | $75,000 |

State of California
**DEPARTMENT OF TRANSPORTATION**

California State Transportation Agency

# MEMORANDUM

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

**CTC Meeting**: June 26-27, 2019

**From**: STEVEN KECK, Chief Financial Officer

**Reference Number**: 2.5w.(5), Action Item

**Prepared By**: Rihui Zhang, Chief
Division of Local Assistance

**Subject**: **ALLOCATION AMENDMENT FOR LOCALLY ADMINISTERED ACTIVE TRANSPORTATION PROGRAM PROJECT RESOLUTION FATP-1819-18, AMENDING RESOLUTION FATP-1819-06**

## ISSUE:

Should the California Transportation Commission (Commission) approve amendment to Resolution FATP-1819-06 for the Active Transportation Program (ATP) - Woodville Sidewalk Improvements along Road 168 project, originally approved on December 6, 2018 for the construction (CON) phase?

## RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) approve amendment to Resolution FATP-1819-06 for the Active Transportation Program (ATP) - Woodville Sidewalk Improvements along Road 168 project, originally approved on December 6, 2018.

## BACKGROUND:

At the December 6, 2018 meeting, the Commission approved FATP-1819-06, which allocated $757,000 for CON to the Woodville Sidewalk Improvements along Road 168 project, in Tulare County.

An amendment is needed to correct the PPNO from 6921 to 7012 for this project. The reason for the change is because this project and another State Highway Operation and Protection Program (SHOPP) project within the same District have the same PPNO. The ATP and SHOPP projects are not the same project and do not correlate. Therefore, the ATP is asking to amend the ATP PPNO from 6021 to 7012 as shown in the attached vote box.

The required change is reflected in strike through and bold in the following attachment.

There are no changes to Book Item Memorandum or the original allocation amount.

**RESOLUTION:**

Be it Resolved, that the PPNO for the Woodville Sidewalk Improvements along Road 168 project in Tulare County, originally approved under Resolution FATP-1819-06 for CON, is hereby amended in accordance with the attached revised attachment.

Attachment

## 2.5 Highway Financial Matters

| Project # / Allocation Amount / Recipient / RTPA/CTC / District-County | Project Title / Location / Project Description | PPNO / Program/Year / Phase / Prgm'd Amount / Project ID / Adv. Phase | Budget Year / Item # / Fund Type / Program Code | Amount by Fund Type |
|---|---|---|---|---|
| **2.5w.(5)** | **Amendment - Active Transportation Program Project** | | | **Resolution FATP-1819-18 Amending Resolution FATP-1819-06** |
| 1<br>$757,000<br><br>Tulare County<br>TCAG<br>06-Tulare | **Woodville Sidewalk Improvements along Road 168**. Road 168 between Woodville Elementary and Ave 168, Ave 167 between Rd 164 and Rd 168, Woodville, Tulare County<br>Sidewalk improvements, curb & gutter construction, ADA ramps, AC paveouts, striping and signage improvements.<br><br>MPO<br><br>Outcome/Output: Increased pedestrian safety, mobility, and accessability.<br><br>(CEQA - CE, 01/17/2018.)<br><br>(Right of Way Certification: 10/01/2018.)<br><br>**Amend Resolution FATP-1819-06 to revise the PPNO from 6921 to 7012. There is no change to the original allocation of $757,000.**<br><br>(SB 1 Augmentation) | 06-~~6921~~ **7012**<br>ATP/18-19<br>CONST<br>$757,000<br>0618000140<br>S | 2017-18<br>108-3290<br>RMRA<br>20.30.720.100 | $757,000 |

State of California
**DEPARTMENT OF TRANSPORTATION**

California State Transportation Agency

# MEMORANDUM

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

**CTC Meeting**: June 26-27, 2019

**From**: STEVEN KECK, Chief Financial Officer

**Reference Number**: 2.6g.(3), Action Item

**Prepared By**: Ronald E. Sheppard, Chief (Acting)
Division of Rail and Mass Transportation

**Subject**: **FINANCIAL ALLOCATION AMENDMENT FOR TRANSIT AND INTERCITY RAIL CAPITAL PROGRAM PROJECT**

**RESOLUTION TIRCP-1819-12; AMENDING RESOLUTION TIRCP-1617-01**

## ISSUE:

Should the California Transportation Commission (Commission) approve an allocation amendment to de-allocate $68,000 in identified project savings of Transit and Intercity Rail Capital Program (TIRCP) funds from the Orange County Transportation Authority (OCTA), OCTA System-Wide Mobile Ticketing component under Project ID 0017000044 in Orange County?

## RECOMMENDATION:

The California Department of Transportation (Department) recommends that the Commission approve an allocation amendment to de-allocate $68,000 in identified project savings of TIRCP funds from the OCTA System-Wide Mobile Ticketing component under Project ID 0017000044 in Orange County.

## BACKGROUND:

In October 2016, the Commission approved Resolution TIRCP-1617-01 to allocate $2,482,000 in TIRCP funds to the OCTA for the implementation of a system-wide mobile ticketing roll out that will achieve interagency fare integration, provide more convenient fare payment options, reduced boarding times and provide real-time bus location information. This mobile ticketing component is part of a larger project which includes construction of a Streetcar system that will improve integration with transit and rail services. The proposed changes are reflected in strikethrough and bold on the attached revised vote box.

**FINANCIAL RESOLUTION:**

Be it Resolved, that the TIRCP funds currently allocated to the OCTA System-Wide Mobile Ticketing component under Project ID 001700044 are hereby amended by its cost savings, in accordance with the attached revised vote box.

Attachment

## 2.6 Mass Transportation Financial Matters

| Project # / Allocation Amount / Recipient / RTPA/CTC / District-County | Project Title / Location / Project Description | PPNO / Program/Year / Phase / Prgm'd Amount / Project ID / Adv. Phase | Budget Year / Item # / Fund Type / Program Code | Amount by Fund Type |
|---|---|---|---|---|
| **2.6g.(3)** | **Allocation Amendment - Transit and Intercity Rail Capital Program Projects** | | | **Resolution TIRCP-1819-12 Amending Resolution TIRCP-1617-01** |
| 1<br>~~$2,482,000~~<br>**$2,414,000**<br><br>Orange County Transportation Authority<br>OCTA<br>12-Orange | **OC Streetcar and OCTA System-Wide Mobile Ticketing**. Implementation of a system-wide mobile ticketing roll out that will achieve interagency fare integration, provide more convenient payment options, reduce boarding times, and provide real-time bus location information. This project element is a part of a larger project which includes constructing Orange County's first streetcar line, connecting the Santa Ana Regional Transit Center with the new multimodal hub at Harbor and Westminster, providing improved integration with transit and rail services.<br><br>Outcome/Output: Increased ridership, reduced greenhouse gas emissions,service within a disadvantaged community, and improved integration with transit and intercity rail services.<br><br>(CEQA - CE, 09/27/2016.)<br><br>The totaled programmed amount for this project is $28,000,000. This is a partial allocation for ~~$2,482,000~~ **$2,414,000**. ~~The remaining balance of $25,518,000 will be requested at a future CTC meeting.~~<br><br>**Amend TIRCP -1617-01 to de-allocate $68,000 from the project, reducing the allocation from $2,482,000 to $2,414,000. The $68,000 shall be allocated in a concurrent request to Project ID 0018000237 under Resolution TIRCP -1819-12.** | 12-CP017<br>TIRCP/18-19<br>CONST<br>~~$2,482,000~~<br>**$2,414,000**<br>0017000044<br>S<br>T355GA | 2015-16<br>301-0046R<br>GGRF<br>30.20.301.100 | ~~$2,482,000~~<br>**$2,414,000** |

State of California
**DEPARTMENT OF TRANSPORTATION**

California State Transportation Agency

# MEMORANDUM

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

**CTC Meeting**: June 26-27, 2019

**From**: STEVEN KECK, Chief Financial Officer

**Reference Number**: 2.6g.(4), Action Item

**Prepared By**: Ronald E. Sheppard, Chief (Acting)
Division of Rail and Mass Transportation

**Subject**: **FINANCIAL ALLOCATION AMENDMENT FOR TRANSIT AND INTERCITY RAIL CAPITAL PROGRAM PROJECT**

**RESOLUTION TIRCP-1819-13; AMENDING RESOLUTION TIRCP-1718-03**

## ISSUE:

Should the California Transportation Commission (Commission) approve an allocation adjustment of $68,000 in Transit and Intercity Rail Capital Program (TIRCP) funds from the Orange County Transportation Authority (OCTA), OCTA System-Wide Mobile Ticketing component under Project ID 0017000044 to the Orange County (OC), OC Streetcar component under Project ID 0018000237 in Orange County?

## RECOMMENDATION:

The California Department of Transportation (Department) recommends that the Commission approve an allocation adjustment of $68,000 in TIRCP funds from the OCTA System-Wide Mobile Ticketing component under Project ID 0017000044 to the OC Streetcar component under Project ID 0018000237 in Orange County.

## BACKGROUND:

In May 2018, the Commission approved Resolution TIRCP-1718-03 to allocate $25,518,000 in TIRCP funds to the OCTA for construction of the OC Streetcar component under Project ID 0018000237 in Orange County. The streetcar line will connect the Santa Ana Regional Transportation Center to the new multimodal hub at Harbor Boulevard and Westminister Avenue in Garden Grove.

In addition, this project includes the acquisition of eight light rail vehicles as part of the overall project. The contract to begin construction of the streetcar system was awarded in November

2018 and work has started. The proposed changes are reflected in strikethrough and bold on the attached revised vote box.

**FINANCIAL RESOLUTION:**

Be it Resolved, that the TIRCP funds currently allocated to the OC Streetcar component under Project ID 0018000237 are hereby amended to increase the allocation of funds to construction phase by $68,000, in accordance with the attached revised vote box.

Attachment

## 2.6 Mass Transportation Financial Matters

| Project # / Allocation Amount / Recipient / RTPA/CTC / District-County | Project Title / Location / Project Description | PPNO / Program/Year / Phase / Prgm'd Amount / Project ID / Adv. Phase | Budget Year / Item # / Fund Type / Program Code | Amount by Fund Type |
|---|---|---|---|---|
| **2.6g.(4)** | **Allocation Amendment - Transit and Intercity Rail Capital Program Projects** | | | **Resolution TIRCP-1819-13 Amending Resolution TIRCP-1718-03** |
| 1<br>~~$25,518,000~~<br>**$25,586,000**<br><br>Orange County Transportation Authority<br>OCTA<br>12-Orange | **OC Street Car and OCTA System-Wide Mobile Ticketing**. Construction of a streetcar system between Santa Ana Regional Transportation Center and a new multimodal hub at Harbor Boulevard and Westminister Avenue in Garden Grove. Project includes the acquisition of eight light rail vehicles needed to operate the system.<br><br>Outcome/Output: Increased ridership, reduced greenhouse gas emissions and vehicles miles traveled, service within a disadvanteged community, and improved integration with transit and intercity services.<br><br>(Future consideration of funding approved under Resolution E -16-61; August 2016.)<br><br>Right of Way Certification: December 7, 2017.<br><br>This is the remaining balance of the total TIRCP amount programmed for this project, along with other sources equal to $305,865,000. Matching funds include Federal New Starts pending a Full Funding Grant Agreement.<br><br>**Amend TIRCP-1718-03 to increase the orignal CONST alllocation by $68,000, from $25,518,000 to $25,586,0000. The additional funding to come from Project ID 0017000044 under Resolution TIRCP-1819-13.** | 12-CP017<br>TIRCP /18-19<br>CONST<br>~~$25,518,000~~<br>**$25,586,000**<br>0018000237<br>S | 2017-18<br>301-0046R<br>GGRF<br>30.20.301.100 | ~~$25,518,000~~<br>**$25,586,000** |

# Memorandum

**To**: CHAIR AND COMMISSIONERS **CTC Meeting**: June 26-27, 2019

**From**: SUSAN BRANSEN, Executive Director

**Reference Number**: 2.9a, Action

**Prepared By**: Anja Aulenbacher
Assistant Deputy Director

**Published Date**: June 14, 2019

Subject: **Technical Correction to Previously Approved Resolution Adopting the 2019 Active Transportation Program Statewide and Small Urban & Rural Components, Resolution G-19-31**

**Issue:**

Should the California Transportation Commission (Commission) approve the technical correction to correct the resolution number for the adoption of the 2019 Active Transportation Program Statewide and Small Urban & Rural Components from G-19-01 to G-19-31?

**Recommendation:**

Commission staff recommends that the Commission approve the technical correction listed above.

**Background:**

At the January 2019 meeting, the Commission approved Resolution G-19-01, which adopted the 2019 Active Transportation Program Statewide and Small Urban & Rural Components.

However, there was an error in the original resolution assignment. The resolution number should be G-19-31, not G-19-01. There are no changes required to the actual text of the resolution.

Attachment:

- Attachment A: Resolution G-19-31

**CALIFORNIA TRANSPORTATION COMMISSION**
**Adoption of the 2019 Active Transportation Program**
**Statewide and Small Urban & Rural Components**
**January 30-31, 2019**

**RESOLUTION G-19-31**
**Replacing Resolution G-19-01**

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**, pursuant to Streets and Highways Code Section 2381, the program will be funded by state and federal funds from appropriations in the annual budget, as estimated in the Active Transportation Program Fund Estimate adopted by the Commission on May 16, 2018; and

1.4 **WHEREAS**, pursuant to Streets and Highways Code Section 2382, the Commission adopted Active Transportation Program Guidelines on May 16, 2018 with applicability to the 2019 Active Transportation Program development process; and

1.5 **WHEREAS**, the 2019 Active Transportation Program Fund Estimate provided $445.560 million in Active Transportation Program programming capacity to be apportioned to Statewide (50%), Small Urban & Rural (10%) and MPO (40%) Components; and

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

1.7 **WHEREAS,** the Commission staff recommendations for the 2019 Active Transportation Program, Statewide and Small Urban & Rural components, were published and made available to the Commission, the California Department of Transportation (Department), regional transportation agencies, and county transportation commissions on December 28, 2018; and

1.8 **WHEREAS,** the Commission staff recommendations for the 2019 Active Transportation Program, Statewide and Small Urban & Rural components, were revised on January 18, 2019 since the City of Compton did not meet the programming conditions to designate a replacement project implementor for the Blue Line First/Last Mile Improvements: Compton and Artesia Station Areas project by January 16, 2019; as a result, the City of Compton will forego the award, which will be distributed to the next highest scoring applicants; and

1.9 **WHEREAS,** the Small Urban & Rural Component recommendations were updated to include the City of Avenal's Safe Routes to School State Route 269 Improvement Project. This update is necessary to address a calculation error identified after release of staff recommendations on January 18, 2019; and

1.10 **WHEREAS**, the staff recommendations conform to the Fund Estimate and other requirements of statute for the Active Transportation Program; and

1.11 **WHEREAS,** the Commission considered the staff recommendations and public testimony at its January 30, 2019 meeting.

2.1 **NOW THEREFORE BE IT RESOLVED**, that the Commission hereby adopts the 2019 Active Transportation Program, Statewide and Small Urban & Rural Components, to include the program described in the staff recommendations, including the attachments to this resolution; and

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

2.3 **BE IT FURTHER RESOLVED**, that having a project included in the adopted 2019 Active Transportation Program, Statewide and Small Urban & Rural Components, is not authorization to begin work on that project. Contracts may not be awarded nor work begin until an allocation is approved by the Commission for a project in the adopted program; and

2.4 **BE IT FURTHER RESOLVED**, that if available funding is less than assumed in the Fund Estimate, the Commission may be forced to delay or restrict allocations using interim allocation plans, or, if available funding proves to be greater than assumed, it may be possible to allocate funding to some projects earlier than the year programmed; and

2.5 **BE IT FURTHER RESOLVED**, that Commission staff, in consultation with the Department and regional agencies, is authorized to make further technical changes in cost, schedules, and descriptions for projects in the 2019 Active Transportation Program Statewide and Small Urban & Rural Components, consistent with the Fund Estimate, in order to reflect the most current information, or to clarify the Commission's programming commitments, with report of any substantive changes back to the Commission for approval at the March 13-14, 2019 meeting.

# Memorandum

**To**: CHAIR AND COMMISSIONERS **CTC Meeting**: June 26-27, 2019

**From**: SUSAN BRANSEN, Executive Director

**Reference Number**: 2.9b, Action

**Prepared By**: Anja Aulenbacher
Assistant Deputy Director

**Published Date**: June 14, 2019

Subject: **Technical Correction to Previously Approved Resolution Adopting the 2019 Active Transportation Program Metropolitan Planning Organization Component, 10 of 10 Large Metropolitan Planning Organizations, Resolution G-19-32**

## Issue:

Should the California Transportation Commission (Commission) approve the technical correction to correct the resolution number for the adoption of the 2019 Active Transportation Program Metropolitan Planning Organization Component – 10 of 10 Large Metropolitan Planning Organizations from G-19-12 to G-19-32?

## Recommendation:

Commission staff recommends that the Commission approve the technical correction listed above.

## Background:

At the May 2019 meeting, the Commission approved Resolution G-19-12, which adopted the 2019 Active Transportation Program Metropolitan Planning Organization Component – 10 of 10 Large Metropolitan Planning Organizations.

However, there was an error in the original resolution assignment. The resolution number should be G-19-32, not G-19-12. There are no changes required to the actual text of the resolution.

Attachment:

- Attachment A: Resolution G-19-32

**CALIFORNIA TRANSPORTATION COMMISSION**
**Adoption of the 2019 Active Transportation Program**
**Metropolitan Planning Organization Component**
**May 15-16, 2019**

**RESOLUTION G-19-32**
**Replacing 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.

# Memorandum

**To**: CHAIR AND COMMISSIONERS **CTC Meeting**: June 26-27, 2019

**From**: SUSAN BRANSEN, Executive Director

**Reference Number**: 2.9c, Action

**Prepared By**: Anja Aulenbacher
Assistant Deputy Director

**Published Date**: June 14, 2019

Subject: **Technical Correction to the 2017 Active Transportation Program Augmentation Metropolitan Planning Organization Component**

**Issue:**

Should the California Transportation Commission (Commission) approve the technical correction to the 2017 Active Transportation Program Augmentation Metropolitan Planning Organization Component to move $1,564,000 in Construction funds programmed in Fiscal Year 2018-19 to Fiscal Year 2019-20 for the City of Oakland's Oakland SRTS: Crossing to Safety Project?

**Recommendation:**

Commission staff recommends that the Commission approve the technical correction listed above. This change is necessary to accurately reflect the funding for the project.

**Background:**

On December 6, 2017, the Commission approved the Metropolitan Planning Organization Component for seven of ten Metropolitan Planning Organizations for the 2017 Active Transportation Program Augmentation (Resolution G-17-38), which included $1,895,000 in 2017 Active Transportation Program Augmentation funding for the City of Oakland's Oakland SRTS: Crossing to Safety Project.

Attachments:

- Attachment A: Revised 2017 Transportation Program Augmentation Metropolitan Planning Organization Component
- Attachment B: Original PPR for the Oakland SRTS: Crossing to Safety Project

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

# PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised April 2015)

Date: 10/3/17

| District | County | Route | EA | Project ID | PPNO | TCRP No. |
|---|---|---|---|---|---|---|
| 04 | ALA | | | | | |
| Project Title: | Oakland SRTS: Crossing to Safety | | | | | |

| 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) | 128 | | 150 | | | | | 278 | |
| PS&E | | | | 331 | 72 | | | 403 | |
| R/W SUP (CT) | | | | | | | | | |
| CON SUP (CT) | | | | | | | | | |
| R/W | | | | | | | | | |
| CON | | | | | 1,564 | | | 1,564 | |
| TOTAL | 128 | | 150 | 331 | 1,636 | | | 2,245 | |

| Fund No. 1: | ATP Infrastructure - Cycle 3 Augmentation | | | | | | | | Program Code |
|---|---|---|---|---|---|---|---|---|---|
| Proposed Funding ($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) | | | | | | | | | Caltrans |
| PS&E | | | | 331 | | | | 331 | |
| R/W SUP (CT) | | | | | | | | | |
| CON SUP (CT) | | | | | | | | | |
| R/W | | | | | | | | | |
| CON | | | | | 1,564 | | | 1,564 | |
| TOTAL | | | | 331 | 1,564 | | | 1,895 | |

| Fund No. 2: | ATP Non-infrastructure - Cycle 3 Augmentation | | | | | | | | Program Code |
|---|---|---|---|---|---|---|---|---|---|
| Proposed Funding ($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) | | | | | | | | | Caltrans |
| PS&E | | | | | | | | | |
| R/W SUP (CT) | | | | | | | | | |
| CON SUP (CT) | | | | | | | | | |
| R/W | | | | | | | | | |
| CON | | | | | | | | | |
| TOTAL | | | | | | | | | |

| Fund No. 3: | ATP Plan Cycle 3 Augmentation | | | | | | | | Program Code |
|---|---|---|---|---|---|---|---|---|---|
| Proposed Funding ($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) | | | | | | | | | Caltrans |
| PS&E | | | | | | | | | |
| R/W SUP (CT) | | | | | | | | | |
| CON SUP (CT) | | | | | | | | | |
| R/W | | | | | | | | | |
| CON | | | | | | | | | |
| TOTAL | | | | | | | | | |

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

# PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised April 2015)

Date: 10/3/17

| District | County | Route | EA | Project ID | PPNO | TCRP No. |
|---|---|---|---|---|---|---|
| 04 | ALA | | | | | |
| Project Title: | Oakland SRTS: Crossing to Safety | | | | | |

| Fund No. 4: | Local Funds | | | | | | | | 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) | 128 | | 150 | | | | | 278 | City of Oakland |
| PS&E | | | | | 72 | | | 72 | Measure KK funds, or other local match |
| R/W SUP (CT) | | | | | | | | | |
| CON SUP (CT) | | | | | | | | | |
| R/W | | | | | | | | | |
| CON | | | | | | | | | |
| TOTAL | 128 | | 150 | | 72 | | | 350 | |

| 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 | | | | | | | | | |

**2017 Active Transportation Program Augmentation - MPO Component (7 of 10)**
**Revised Staff Recommendations**
**($1,000's)**

Reference No.: 2.9c
June 26-27, 2019
Attachment A

| # | Applicant | MPO | Co | Project Title | DAC | SOF | Total Project Cost | Recommended ATP Funding | 17-18* | 18-19* | 19-20 | 20-21 | CON | CON NI | PA&ED | PS&E | ROW | Project Type | SRTS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **2017 ATP Funded Projects Requesting Advances** | | | | | | | | | | | | | | | | | | | |
| **1** | Coalinga | FCOG | FRE | Coalinga SRTS Sidewalk Gap Closure and Pedestrian Improvements* | X | X | 1,284 | 1,109 | 110 | 999 | 0 | 0 | 999 | 0 | 10 | 100 | 0 | Infrastructure | X |
| **2** | Sanger | FCOG | FRE | Sanger Active Transportation Access** | X | X | 960 | 849 | 75 | 774 | 0 | 0 | 774 | 0 | 0 | 75 | 0 | Infrastructure | |
| **3** | Fresno PARCS | FCOG | FRE | Fresno Pedestrian and Bike Safety Education Program | X | X | 265 | 250 | 0 | 250 | 0 | 0 | 0 | 250 | 0 | 75 | 0 | Non-Infrastructure | |
| **4** | Alameda County PWA | MTC | ALA | Active Oakland Comprehensive SRTS Program | X | X | 977 | 977 | 0 | 977 | 0 | 0 | 977 | 0 | 0 | 0 | 0 | Non-Infrastructure | X |
| **5** | Alameda County PWA | MTC | ALA | D Street Improvements | X | X | 3,306 | 542 | 0 | 542 | 0 | 0 | 0 | 0 | 0 | 542 | 0 | Infrastructure | |
| **6** | Alameda County PWA | MTC | ALA | Somerset Avenue School Corridor SRTS | | X | 3,652 | 330 | 0 | 330 | 0 | 0 | 0 | 0 | 0 | 330 | 0 | Infrastructure | X |
| **7** | Alameda County PWA | MTC | ALA | Lewelling Boulevard SRTS | X | X | 3,065 | 400 | 0 | 400 | 0 | 0 | 0 | 0 | 0 | 400 | 0 | Infrastructure | X |
| **8** | Berkeley | MTC | ALA | John Muir Elementary SRTS Improvements | | X | 336 | 270 | 270 | 0 | 0 | 0 | 270 | 0 | 0 | 0 | 0 | Infrastructure | X |
| **9** | Emeryville | MTC | ALA | Bike/Ped Greenway Safety & Connectivity Improvement | | X | 330 | 265 | 0 | 265 | 0 | 0 | 265 | 0 | 0 | 0 | 0 | Infrastructure | |
| **10** | Contra Costa County PW | MTC | CC | Pacheco Blvd Sidewalk Gap Closure Phase 3 | X | X | 1,239 | 619 | 0 | 619 | 0 | 0 | 619 | 0 | 0 | 0 | 0 | Infrastructure | |
| **11** | Woodside | MTC | SM | Woodside Elementary Student Pathway Phase 3 | | X | 745 | 528 | 0 | 528 | 0 | 0 | 528 | 0 | 0 | 0 | 0 | Infrastructure | X |
| **12** | Citrus Heights | SACOG | SAC | Citrus Heights Electric Greenway (Class I Multi-Use Trail) | | X | 7,015 | 350 | 350 | 0 | 0 | 0 | 0 | 0 | 350 | 0 | 0 | Infrastructure | |
| **13** | Citrus Heights | SACOG | SAC | Mariposa SRTS (Phase IV) | | X | 2,603 | 2,100 | 109 | 340 | 0 | 1,651 | 1,629 | 22 | 109 | 242 | 98 | Infrastructure | X |
| **14** | National City | SANDAG | SDG | Euclid Avenue Bicycle and Pedestrian Enhancements | X | X | 3,960 | 3,335 | 3,335 | 0 | 0 | 0 | 3,335 | 0 | 0 | 0 | 0 | Infrastructure | X |
| **15** | Escondido | SANDAG | SDG | Juniper Elementary Bike/Pedestrian Improvements and SRTS Outreach | X | | 1,386 | 1,336 | 86 | 93 | 1,157 | 0 | 1,107 | 50 | 86 | 93 | 0 | Non-Infrastructure | X |
| **16** | Escondido | SANDAG | SDG | Escondido Creek Trail Bike Path Improvements | X | | 1,632 | 1,632 | 90 | 200 | 1,342 | 0 | 1,342 | 0 | 90 | 200 | 0 | Infrastructure | |
| **17** | Stockton | SJCOG | SJ | Miner Avenue Complete Streets*** | X | X | 1,760 | 670 | 670 | 0 | 0 | 0 | 0 | 0 | 0 | 670 | | Infrastructure | |
| **18** | Tracy | SJCOG | SJ | Lowell Avenue Sidewalk Reconstruction Project | X | X | 328 | 232 | 0 | 232 | 0 | 0 | 232 | 0 | 0 | 0 | | Infrastructure | X |
| **19** | SJ Regional Transit District | SJCOG | SJ | RTD's Bike and Bus Transportation Project** | X | X | 272 | 198 | 0 | 198 | 0 | 0 | 198 | 0 | 0 | 0 | | Infrastructure | X |
| **20** | Turlock | STANCOG | STA | SRTS ADA Ped Improvements, Various Locations** | X | X | 1,760 | 1,521 | 249 | 1,272 | 0 | 0 | 1,272 | 0 | 125 | 124 | | Combination | X |
| **21** | Farmersville | TCAG | TUL | Farmersville SRTS East Walnut Avenue | X | X | 827 | 520 | 88 | 432 | 0 | 0 | 426 | 0 | 25 | 63 | 6 | Combination | X |
| **22** | Tulare County | TCAG | TUL | Woodville Sidwalk Improvements along Road 168 | X | X | 837 | 832 | 75 | 757 | 0 | 0 | 757 | 0 | 0 | 75 | 0 | Combination | X |
| | | | | **Totals:** | | | **38,539** | **18,865** | **5,507** | **9,208** | **2,499** | **1,651** | **14,730** | **322** | **795** | **2,989** | **104** | | |
| **New Projects Recommended for Funding** | | | | | | | | | | | | | | | | | | | |
| **1** | Mendota | FCOG | FRE | Mendota Junior High SRTS | X | | 158 | 158 | 0 | 0 | 158 | 0 | 129 | 0 | 1 | 28 | 0 | Infrastructure | X |
| **2** | Fowler | FCOG | FRE | Golden State Blvd Bike/Ped Trail from Adams to Clayton | X | | 269 | 242 | 0 | 0 | 38 | 204 | 204 | 0 | 3 | 35 | 0 | Infrastructure | |
| **3** | Fresno County | FCOG | FRE | Biola Community Sidewalk | X | | 1,364 | 245 | 0 | 0 | 0 | 245 | 0 | 0 | 15 | 230 | 0 | Infrastructure | X |
| **4** | ACTC | MTC | ALA | I-80 Gilman I/C Bike/Ped Over-crossing and Access Improvements | X | X | 42,534 | 4,152 | 0 | 4,152 | 0 | 0 | 4,152 | 0 | 0 | 0 | 0 | Infrastructure | |
| **5** | **Oakland** | **MTC** | **ALA** | **Oakland SRTS: Crossing to Safety** | **X** | **X** | **2,245** | **1,895** | **0** | **331** | **1,564** | **0** | **1,564** | **0** | **0** | **331** | **0** | **Infrastructure** | **X** |
| **6** | Concord | MTC | CC | Downtown Corridors Bike/Ped Improvements | X | X | 4,349 | 623 | 134 | 489 | 0 | 0 | 0 | 0 | 134 | 404 | 85 | Infrastructure | |
| **7** | Corte Madera | MTC | MRN | Central Marin Regional Pathways Gap Closure | X | X | 2,968 | 415 | 0 | 415 | 0 | 0 | 0 | 0 | 70 | 345 | 0 | Infrastructure | |
| **8** | Napa County Office of Education | MTC | NAP | Napa County SRTS | X | X | 811 | 437 | 437 | 0 | 0 | 0 | 437 | 0 | 0 | 0 | 0 | Non-Infrastructure | X |
| **9** | SFMTA | MTC | SF | Vision Zero SF Safer Intersections | X | X | 2,062 | 2,002 | 2,002 | 0 | 0 | 0 | 2,002 | 0 | 0 | 0 | 0 | Non-Infrastructure | |

**2017 Active Transportation Program Augmentation - MPO Component (7 of 10)**
**Revised Staff Recommendations**
**($1,000's)**

| # | Applicant | MPO | Co | Project Title | DAC | SOF | Total Project Cost | Recommended ATP Funding | 17-18* | 18-19* | 19-20 | 20-21 | CON | CON NI | PA&ED | PS&E | ROW | Project Type | SRTS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **10** | San Carlos | MTC | SM | Route 101 Holly Street Bike/Ped Overcrossing | X | X | 6,250 | 4,200 | 4,200 | 0 | 0 | 0 | 4,200 | 0 | 0 | 0 | 0 | Infrastructure | |
| **11** | Suisun City | MTC | SOL | McCoy Creek Trail** | X | X | 4,287 | 2,367 | 0 | 0 | 650 | 1,717 | 1,717 | 0 | 0 | 650 | 0 | Infrastructure | |
| **12** | Elk Grove | SACOG | SAC | Elk Grove Florin Rd Sidewalk Infill SRTS | | X | 1,101 | 814 | 41 | 0 | 773 | 0 | 725 | 48 | 41 | 0 | 0 | Combination | X |
| **13** | Rancho Cordova | SACOG | SAC | Cordova Park SRTS | X | X | 2,346 | 1,889 | 210 | 1,679 | 0 | 0 | 1,679 | 0 | 0 | 210 | 0 | Infrastructure | X |
| **14** | Sacramento | SACOG | SAC | Meadowview Road Complete Street Phase 2 | X | X | 3,119 | 1,618 | 424 | 1,194 | 0 | 0 | 1,194 | 0 | 0 | 250 | 174 | Infrastructure | |
| **15** | Sacramento County | SACOG | SAC | Howe Avenue Bicycle and Pedstrian Improvements | X | X | 2,152 | 400 | 191 | 209 | 0 | 0 | 0 | 0 | 0 | 191 | 209 | Infrastructure | |
| **16** | Rancho Cordova | SACOG | SAC | Safe Routes to School Plan | X | X | 277 | 245 | 245 | 0 | 0 | 0 | 245 | 0 | 0 | 0 | 0 | Plan | X |
| **17** | Yuba City | SACOG | SUT | Harter Parkway and Sutter Bike Path Gap Closure | | X | 2,241 | 153 | 0 | 153 | 0 | 0 | 0 | 0 | 0 | 153 | 0 | Infrastructure | |
| **18** | San Diego Association of Governments | SANDAG | SDG | Inland Rail Trail-City of Vista Segment | X | | 11,083 | 5,603 | 0 | 500 | 5,103 | 0 | 5,103 | 0 | 0 | 500 | 0 | Infrastructure | |
| **19** | Chula Vista Elementary School District | SANDAG | SDG | Chula Vista Rides to School! | X | | 202 | 202 | 2 | 200 | 0 | 0 | 0 | 200 | 1 | 1 | 0 | Non-Infrastructure | |
| **20** | San Diego County | SANDAG | SDG | Rock Springs Road SRTS Sidewalks and Bike Lanes | X | | 1,717 | 1,160 | 280 | 880 | 0 | 0 | 1,312 | 0 | 100 | 180 | 125 | Infrastructure | X |
| **21** | Stockton | SJCOG | SJ | Active Safe Routes to School | X | X | 359 | 359 | 0 | 359 | 0 | 0 | 0 | 359 | 0 | 0 | 0 | Non-Infrastructure | X |
| **22** | San Joaquin County | SJCOG | SJ | Elmwood Elementary School Access Improvements | X | X | 1,772 | 1,137 | 0 | 0 | 1,137 | 0 | 1,137 | 0 | 0 | 0 | 0 | Infrastructure | X |
| **23** | Ceres | STANCOG | STA | SRTS Morgan Road Corridor Improvements | X | X | 979 | 745 | 0 | 0 | 71 | 674 | 674 | 0 | 0 | 71 | 0 | Combination | X |
| **24** | Visalia | TCAG | TUL | Visalia Greenway Belt Trail Connection | X | X | 1,140 | 1,000 | 0 | 0 | 0 | 1,000 | 1,000 | 0 | 0 | 0 | 0 | Infrastructure | |
| | | | | **Totals:** | | | **95,785** | **32,061** | **8,166** | **10,561** | **9,494** | **3,840** | **27,474** | **607** | **365** | **3,579** | **593** | | |
| | * Columns Represent SB1 Augmentation Funding | | | | | | | | | | | | | | | | | | |
| | ** Applicant received less than requested in the 2017 ATP. Additional funds provided through 2017 ATP Augmentation Funds | | | | | | | | | | | | | | | | | | |
| | *** Project recommended for $3,816,000 of Statewide 2017 ATP Augmentation Funds for CON Phase* | | | | | | | | | | | | | | | | | | |

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

# Memorandum

**To**: CHAIR AND COMMISSIONERS **CTC Meeting**: June 26-27, 2019

**From**: SUSAN BRANSEN, Executive Director

**Reference Number**: 4.18, Action

**Prepared By**: Christine Gordon
Assistant Deputy Director

**Published Date**: June 14, 2019

Subject: **Technical Correction to the 2018 Local Partnership Competitive Program Resolution LPP-P-1819-08, Amending Resolution LPP-P-1819-04**

**Issue:**

Should the California Transportation Commission (Commission) approve the technical correction for the Western Placerville Interchanges Phase 2 Project, in the 2018 Local Partnership Competitive Program?

**Recommendation:**

Commission staff recommends that the Commission approve the technical correction for the Western Placerville Interchanges Phase 2 Project, in the 2018 Local Partnership Competitive Program.

**Background:**

The Commission approved the 2018 Local Partnership Competitive Program of Projects on May 16, 2018. The Western Placerville Interchange Phase 2 Project information was incorrectly displayed in the program of projects list. The technical correction will more accurately describe the Western Placerville Interchange Phase 2 Project, as reflected in the project application. The technical correction had no impact on the evaluation of the project.

Attachments:

- Attachment A: Resolution LPP-P-1819-08
- Attachment B: Updated Program of Projects

Reference No.: 4.18
June 26-27, 2019
Attachment A

**CALIFORNIA TRANSPORTATION COMMISSION**
**Technical Correction to the 2018 Local Partnership Competitive Program**

**RESOLUTION LPP-P-1819-08**
**Amending Resolution LPP-P-1819-04**

1.1 **WHEREAS**, the California Transportation Commission (Commission) adopted the 2018 Local Partnership Competitive Program, Resolution LPP-P-1718-01 on May 16, 2018; and
1.2 **WHEREAS**, the Commission approved Technical Adjustments to the 2018 Local Partnership Competitive Program, Resolution LPP-P-1819-04, on October 17, 2018; and
1.3 **WHEREAS,** the Western Placerville Interchanges Phase 2 Project was incorrectly displayed in the program of projects list; and
1.4 **WHEREAS,** this technical correction will more accurately describe the Western Placerville Interchanges Phase 2 Project, as reflected in the project application; and
1.5 **WHEREAS,** the technical correction had no impact on the evaluation of the project; and
1.6 **WHEREAS**, the Commission staff, in consultation with staff from the California Department of Transportation and project sponsors, identified the technical correction and adjustment reflected in the updated program of projects.

2.1 **NOW, THEREFORE, BE IT RESOLVED** that the Commission approves the technical correction to more accurately describe the Western Placerville Interchanges Phase 2 project, as reflected in the project application; and
2.2 **BE IT FURTHER RESOLVED**, that all provisions stipulated in LPP-P-1718-01 remain in effect; and
2.3 **BE IT FURTHER RESOLVED**, that Resolution LPP-P-1819-04 is hereby amended.

**2018 Local Partnership Competitive Program**
**LPP-P-1819-08**
($1,000s)
**Updated Program of Projects**

| County | Applicant Agency | Project Title | Project Description | Consensus Rating | Total Project Cost | Total Requested Funding | Total Recommended Funding | Construction Fiscal Year | Agency Priority | Voter-Approved (V) or Imposed (I) Fee? | Population Category |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Alameda/ Contra Costa | Alameda-Contra Costa Transit District | Purchase Hybrid Buses | Purchase of 59 new 40-foot hybrid diesel-electric buses to replace existing diesel buses to retire from fleet. | MED/HIGH | $47,200 | $15,000 | $15,000 | 2018-19 | 1 | V | 1 |
| Contra Costa | Contra Costa Transportation Authority | Rt 680/4 Interchange, Phase 3 | Construct 9.8 miles of both mixed flow lanes and HOV/HOT lanes; Widen median of Rt 4 in both directions from east of Milano Way/Glacier Drive to east of Rt 680 and from east of Grayson Creek to east of Rt 242; Outside widening along Rt 4 in both directions at Pacheco Blvd and Rt 680; Retrofit bridges to meet seismic standards; Replace Grayson Creek Bridge; and Raise profile of Rt 4 from east of Rt 680 to east of Grayson Creek. | MED/HIGH | $135,099 | $33,600 | $33,600 | 2018-19 | 1 | V | 2 |
| Contra Costa | San Pablo | Rumrill Boulevard Complete Streets | In the City of San Pablo. Complete Streets improvements and road diet, including: Widen sidewalks; Construct Class IV cycle tracks; Traffic signal improvements; Improvement of transit stops; Pavement striping; Flashing beacons. | MED/HIGH | $15,267 | $3,200 | $3,200 | 2019-20 | 1 | I | 5 |
| El Dorado | Placerville | **Western Placerville Interchanges Phase 2.2 - Eastbound On-Ramp** | **In the City of Placerville, separate, but geographically adjacent to the Western Placerville Interchanges Phase 2 project, on US 50 at Ray Lawyer Drive: Construct eastbound on-ramp.** | MED/HIGH | **$3,415** | $1,070 | $1,070 | 2018-19 | 1 | I | 5 |
| Los Angeles | Claremont | Foothill Blvd Master Plan Green Streets Improvements | In the City of Claremont. Streets Improvements to a 2.5-mile, four-lane divided corridor along Foothill Boulevard to include: Closing a 2,300 ft sidewalk gap; Installation of 2.35 miles of Class II bicycle lanes and 1.5 miles of cycle track; Curb extensions; Pedestrian enhancements; Improvements to lighting and signage; and Bus stop improvements. | HIGH | $16,000 | $7,000 | $7,000 | 2018-19 | 1 | I | 5 |
| Los Angeles | Los Angeles County Metropolitan Transportation Authority | Metro Orange Line Bus Rapid Transit Improvements | Bus Rapid Transit improvements along the Metro Orange Line route between North Hollywood Station and Chatsworth Station. Construct one aerial grade-separated structure over five intersections; Railroad-type four-quadrant gating systems at 34 intersections along a 17-mile segment; and Elevate existing bike path. | MED/HIGH | $320,300 | $80,000 | $75,000 | 2019-20 | 2 | V | 1 |
| Los Angeles | Los Angeles County Metropolitan Transportation Authority | La Cañada Flintridge Soundwalls | In the City of La Cañada Flintridge. Construction of four soundwalls totaling 5,806 ft along Rt 210, from Hampton-Foothill undercrossing to Berkshire Place undercrossing. | N/A | $10,720 | $5,000 | $5,000 | 2019-20 | 4 | V | 1 |
| Los Angeles | Santa Clarita | Vista Canyon Metrolink Station | In the City of Santa Clarita. Construct a Metrolink Station: new railroad track; signal improvements; drainage improvements; 25,000 square foot center platform; grade-separated pedestrian access; construct new parallel rail track and rail bridge; install new rail signal. | MED/HIGH | $28,210 | $8,908 | $8,908 | 2019-20 | 1 | I | 4 |
| Madera | Madera County Transportation Authority | Oakhurst Midtown Connector | In the unincorporated area of Oakhurst, Madera County. Construction of new two-lane road, bridge, intersection, and pedestrian/bicycle facilities; Widening of Rt 41; Intersection improvements. | MED/HIGH | $12,807 | $5,000 | $5,000 | 2018-19 | 1 | V | 4 |
| Monterey | Transportation Agency for Monterey County | Marina Salinas Multimodal Corridor: Imjin Parkway | In the City of Marina. Widen Imjin Parkway to 4 lanes between Reservation Road and Imjin Road; Construct corridor roundabout; Transit improvements. | MED/HIGH | $42,300 | $19,000 | $19,000 | 2019-20 | 1 | V | 3 |
| Orange | Orange County Transportation Authority | Orange County Signal Synchronization | Synchronize signals at multiple intersections along 4 county-wide corridors over 46.6 miles of road. | MED/HIGH | $13,691 | $6,845 | $6,845 | 2018-19 | 1 | V | 1 |
| | | Main Street from Taft Avenue to Culver Drive | Improvement, enhancement, and signal synchronization at multiple intersections. | | | | $1,926 | | | | |
| | | Los Alisos Boulevard from Aliso Viejo Parkway/Columbia to Melinda Road/Santa Margarita Parkway | Improvement, enhancement, and signal synchronization at multiple intersections. | | | | $1,117 | | | | |
| | | Katella Avenue / Villa Park Road / Santiago Canyon Road from I-605 to Lemon Street | Improvement, enhancement, and signal synchronization at multiple intersections. | | | | $2,449 | | | | |
| | | Garden Grove Boulevard from Valley View Street to Bristol | Improvement, enhancement, and signal synchronization at multiple intersections. | | | | $1,353 | | | | |
| Riverside | Riverside County Transportation Commission | Rt 15 Railroad Canyon Road Interchange | In the City of Lake Elsinore. Widen Railroad Canyon Road to 8 lanes; Reconstruct northbound diamond ramps to Railroad Canyon Road; Widen Railroad Canyon Road southbound entrance ramp to 3 lanes; Construct acceleration lane; Reconstruct Railroad Canyon Road southbound exit ramp to 2 lanes. | MED/HIGH | $35,000 | $15,000 | $15,000 | 2019-20 | 1 | V | 1 |
| Riverside/ San Bernardino | Calimesa and Yucaipa | County Line Road Transportation Corridor | In the cities of Calimesa and Yucaipa. Construct 4 single-lane and 1 multi-lane roundabouts; and Improvements to street, pedestrian facilities, and bicycle facilities. | MED/HIGH | $10,050 | $3,747 | $3,747 | 2018-19 | 1 | I | 5 |
| Sacramento | Sacramento Transportation Authority | Capital SouthEast Connector Expressway | In the Cities of Elk Grove and Folsom. Construct, widen, and reconstruct 4 lanes along Kammerer Road, Grant Line Road, and White Rock Road. | MED/HIGH | $40,000 | $20,000 | $20,000 | 2019-20 | 1 | V | 1 |
| | | City of Elk Grove - Capital SouthEast Connector A2 | Construct 1 mile of 4-lane road and enhance 3 intersections. | | | | $3,000 | | | | |
| | | City of Elk Grove - Capital SouthEast Connector B2 | Widen 0.25 miles of road from 2 to 4 lanes, and enhance 2 intersections. | | | | $7,000 | | | | |
| | | City of Folsom - Capital SouthEast Connector D3 | Widen and signalize 1 intersection. | | | | $10,000 | | | | |
| Sacramento | Sacramento | Downtown Sacramento Grid 3.0 Mobility: Network Improvements on the Grid | In the City of Sacramento. Reconfigure roadways; Two-way street conversions; Construct Class IV parking-protected bikeways; and Upgrade pedestrian ramps. | MED/HIGH | $11,870 | $5,000 | $5,000 | 2019-20 | 1 | I | 3 |
| San Bernardino | Hesperia | Ranchero Road Widening | In the City of Hesperia. Widen 5 miles of Ranchero Road to 4 lanes, including constructing a bridge over the California Aqueduct; Widen an at-grade crossing; and Signalization of three intersections. | HIGH | $37,000 | $3,900 | $3,900 | 2018-19 | 1 | I | 5 |
| San Bernardino | Highland | 3rd Street/5th Street Corridor Improvements | In the City of Highland. Reconstruct and rehabilitate pavement; Widen pavement; Realign intersection; Construct a new intersection; Install new street lights; and Construct new sidewalks and bike lanes. | HIGH | $7,057 | $1,700 | $1,700 | 2019-20 | 2 | I | 5 |
| San Bernardino | Rialto | Alder Avenue/Randall Avenue Road Way Improvements | In the City of Rialto. Roadway improvements to N Alder Avenue between W Baseline Road and W Renaissance Parkway, and to W Randall Avenue between S Cactus Avenue and S Riverside Avenue. Add bike lanes; Close sidewalk gaps; Add vehicle turn lanes; Widen mid-block travel lanes; Construct roadway medians; Modify signal timings; Widen Alder Avenue to 4 lanes; Add new curbside parking; and ADA-compliant facility upgrades on Randal Avenue. | MED/HIGH | $4,582 | $2,291 | $2,291 | 2018-19 | 1 | I | 4 |
| San Bernardino | Apple Valley | Rt 18 West End Widening/Ph1 - Apple Valley Rd Realignment | In the City of Apple Valley. Widen Rt 18 to 6 lanes; Realign and widen Apple Valley Road; Replace traffic signal; Construct retaining wall; and Curb and sidewalk improvements. | MED/HIGH | $8,910 | $4,450 | $4,450 | 2019-20 | 1 | I | 5 |
| San Bernardino | San Bernardino County Transportation Authority | Redlands Passenger Rail [1] | Construct 9 miles of passenger rail line between Downtown San Bernardino and Redlands. Construction of 5 new transit stations: San Bernardino Transit Center, Tippecanoe Avenue Station, New York Street Station, Downtown Redlands Station; and University Station at the University of Redlands. | MED/HIGH | $282,277 | $17,000 | $10,831 | 2018-19 | 1 | V | 1 |

**2018 Local Partnership Competitive Program**
**LPP-P-1819-08**
($1,000s)
**Updated Program of Projects**

| County | Applicant Agency | Project Title | Project Description | Consensus Rating | Total Project Cost | Total Requested Funding | Total Recommended Funding | Construction Fiscal Year | Agency Priority | Voter-Approved (V) or Imposed (I) Fee? | Population Category |
|---|---|---|---|---|---|---|---|---|---|---|---|
| San Diego | Escondido | Citracado Parkway Transportation Connections | In the City of Escondido. Construct 4 through lanes; Install sidewalk; Install street lighting; Construct buffered bike lanes; Signalize major intersections; Construct a 250-foot long bridge; Link existing and proposed bike lanes; and Transit improvements. | MED/HIGH | $34,193 | $12,500 | $12,500 | 2019-20 | 1 | I | 4 |
| San Francisco | San Francisco County Transportation Authority | Jefferson Street Improvements, Phase II | In the City of San Francisco. Install narrowed geometrically-patterned streets; Widen sidewalks; Install pedestrian-scale lighting; and Construct bike parking. | MED/HIGH | $14,883 | $6,782 | $6,782 | 2018-19 | 2 | V | 2 |
| San Mateo | San Mateo County Transportation Authority | Rt 101 San Mateo and Santa Clara Managed Lanes | Construct a 22-mile long managed lane (HOV/HOT) in both the north and south directions from the terminus of the Santa Clara County managed lane at Matadero Creek to north of I-380; Construct managed lane infrastructure including signs, and electrical and communication systems. | MED/HIGH | $534,000 | $20,000 | $20,000 | 2019-20 | 1 | V | 2 |
| Santa Clara | Santa Clara Valley Transportation Authority | Mathilda Avenue Improvements at Rt 237 and Rt 101 | In the City of Sunnyvale. Construct on/off ramp improvements at Rt 237 and Rt 101; and Construct new and enhanced pedestrian and bicycle facilities. | MED/HIGH | $42,000 | $17,000 | $17,000 | 2018-19 | 1 | V | 1 |
| Santa Cruz | Santa Cruz County Regional Transportation Commission | Glenwood Active Transportation | In the City of Scotts Valley. Complete roadway rehabilitation; Install Class II bike lanes; Complete accessibility improvements; and Construct 5 miles of trail. | MED/HIGH | $2,000 | $1,000 | $1,000 | 2018-19 | 2 | V | 4 |
| | | Glenwood Drive | 0.5 miles of widened roadway to construct bicycle lanes and sidewalks, and 0.5 miles of road rehabiliation. | | | | $680 | | | | |
| | | SRTS Improvements | Grading of existing pathway and reconstruction of curb ramps over 0.1 miles of a Safe Routes to Schools pathway. | | | | $155 | | | | |
| | | Glenwood Preserve Trails | Construction of 5 miles of pedestrian and bicycle trail. | | | | $165 | | | | |
| Stanislaus | Stanislaus Council of Governments | Rt 99/Fulkerth Road Interchange Improvement | In the City of Turlock. Widen Fulkerth Road; Construct retaining walls under Rt 99; Widen northbound off-ramp; Reconstruct northbound on-ramp to provide two mixed-flow lanes and one HOV preferential lane; Realign southbound off-ramp for two mixed flow lanes and one HOV preferential lane; and Intersection improvements. | MED/HIGH | $11,020 | $3,009 | $3,009 | 2018-19 | 1 | V | 3 |
| Yolo | Woodland | West Main Street Bicycle/Pedestrian Mobility and Safety | In the City of Woodland. Construct new bicycle lanes; Sidewalk improvements; Transit access improvements; Narrow travel lanes; and Pavement rehabilitation. | MED/HIGH | $10,744 | $2,000 | $2,000 | 2018-19 | 1 | I | 5 |
| **Shaded area reflects the change** | | | | | **$1,727,184** | **$320,002** | **$308,833** | | | | |

**Changes:**

| | Applicant Agency | Project Title | Project Decription | Total Project Cost |
|---|---|---|---|---|
| **Current** | Placerville | Western Placervillle Interchanges Phase 2 | In the City of Placerville. Upgrade interchange at Ray Lawyer Drive and Rt 50; Construct Eastbound Rt 50 off-ramp; Construct park and ride lot; Improvements to Forni Road and Ray Lawyer Drive. | $12,725 |
| **Proposed** | Placerville | **Western Placervillle Interchanges Phase 2.2 - Eastbound On-Ramp** | **In the City of Placerville, separate, but geographically adjacent to the Western Placerville Interchanges Phase 2 project, on US 50 at Ray Lawyer Drive: Construct eastbound on-ramp.** | **$3,415** |

State of California
**DEPARTMENT OF TRANSPORTATION**

California State Transportation Agency

# MEMORANDUM

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

**CTC Meeting**: June 26-27, 2019

**From**: STEVEN KECK, Chief Financial Officer

**Reference Number**: 4.20, Action Item

**Prepared By**: Rihui Zhang, Chief
Division of Local Assistance

**Subject**: **2017 ACTIVE TRANSPORTATION PROGRAM PROJECT AMENDMENT – CITY OF STOCKTON – CLOSING GAPS TO SCHOOLS PROJECT, RESOLUTION G-19-29, AMENDING RESOLUTION G-17-12**

## ISSUE:

Should the California Transportation Commission (Commission) amend the City of Stockton (City) – Closing Gaps to Schools project, currently programmed in the 2017 Active Transportation Program, to allow the City to move $57,000 in Project Approval and Environmental Document (PA&ED) funds and $230,000 in Plans, Specifications and Estimates (PS&E) both in Fiscal Year 2019-20 to Construction (CON) in Fiscal Year 2019-20?

## RECOMMENDATION:

The California Department of Transportation (Department) recommends the Commission approve the amendment for the City of Stockton – Closing Gaps to Schools project (PPNO 3264), currently programmed in the 2017 Active Transportation Program, to allow the City to move $57,000 in Project Approval and Environmental Document (PA&ED) funds and $230,000 in Plans, Specifications and Estimates (PS&E) both in Fiscal Year 2019-20 to Construction (CON) in Fiscal Year 2019-20.

## BACKGROUND:

On May 17, 2017, the Commission approved the Metropolitan Planning Organization Component for San Joaquin Council of Governments of the 2017 Active Transportation Program (Resolution G-17-12), which included $287,000 in 2017 Active Transportation Program funding for the City of Stockton – Closing Gaps to Schools project (PPNO 3264).

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 Program projects to allow agencies to move between programmed phases; however, moving funds between phases does not increase the total funding programmed. The proposed amendment to the 2017 Active Transportation Program, City of Stockton – Closing Gaps to Schools project (PPNO 3264) 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 | $57,000 FY 2019-20 | $230,000 FY 2019-20 | $0 | $0 | $287,000 |
| New Program | $0 | $0 | $0 | $287,000 FY 2019-20 | $287,000 |
| Proposed Change | -$57,000 | -$230,000 | No Change | +$287,000 | No Change |

**RESOLUTION G-19-29:**

Be it Resolved, that the Commission does hereby amend the 2017 Active Transportation Program to move $57,000 in PA&ED funds and $230,000 in PS&E funds programmed in Fiscal Year 2019-20 to CON in Fiscal Year 2019-20 for the City of Stockton – Closing Gaps to Schools project.

Be it Further Resolved, that the finding is hereby amended to reflect the funding distribution changes to the City of Stockton – Closing Gaps to Schools project (PPNO 3264).

Be if Further Resolved, that all other provisions stipulated in Resolution G-17-12 remain in effect.

Attachments:

- Attachment A: Exhibit 22-G Request for Funding Distribution Change
- Attachment B: Original PPR

# EXHIBIT 22-G DRAFT REQUEST FOR FUNDING DISTRIBUTION CHANGE (LOCAL ATP PROJECTS)

CITY OF STOCKTON
PUBLIC WORKS DEPARTMENT
22 East Weber Avenue, Room 301 Stockton, CA 95202-2317 209 / 937-8227 www.stocktongov.com

To: Parminder Singh
District Local Assistance Engineer
Caltrans, Office of Local Assistance
1976 E Charter Way
Stockton, CA 95205

Date: 4/25/19
PPNO: 3264
Federal PROJECT #: ATPCML -5008(178)
ATP ID #: ATP03-10-090M

Attn: Nabil Hasan, Transportation Engineer (Local Assistance)

**Project Name** (Per CTC programming): Closing Gaps to Schools

**Implementing Agency:** City of Stockton

**Approved Project Description** (As submitted in Application): Construct curb, gutter, and sidewalk to close sidewalk gaps along routes to schools. Install or upgrade ramps to ADA compliance along routes. Upgrade drainage, crosswalks, and school approach signage as needed

**Approved Project Limits** (As submitted in Application): There are 6 locations 1) Swain road between Pacific and Pershing Avenue 2) Sonora Street between Fresno Ave and Church St 3) 5th Ave between Monroe and Commerce Street 4) West Lane between Walnut Street and Harding Way 5) N Lincoln Street from Magnolia Street to W Rose Street and W Rose Street from N Lincoln Street to N Van Buren Street 6) Pacific Avenue between Calaveras River and Podesta Road.

**For Federally Funded Projects:** *<<Omit if not applicable>>*

Current FTIP/FSTIP Description: Closing Gaps to Schools (In Stockton, at various locations. Construct, curb, gutter, and sidewalk to close sidewalk gaps along routes to schools. Install or upgrade curb ramps for ADA compliance. Upgrade drainage, crosswalks. and school approach signage as needed.

Current FTIP/FSTIP Limits: There are 6 locations 1) Swain road between Pacific and Pershing 2)Sonora Street between Fresno Ave and Church St 3) 5th Ave between Monroe and Commerce Street 4) West Lane between Walnut Street and Harding Way 5) N Lincoln Street from Magnolia Street to W Rose Street and W Rose Street from N Lincoln Street to NV an Buren Street 6) Pacific Avenue between Calaveras River and Podesta Road.

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:

## Funding Distribution Eligibility Questions:

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 already 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.*

## Project Funding Chart

| Phase/Funding | PA&ED | PS&E | ROW | CON | CON-NI |
|---|---|---|---|---|---|
| **Original $** | 57,000 | 230,000 | 0 | 0 | 0 |
| **Proposed $** | 0 | 0 | 0 | 287,000 | 0 |
| **Change ($)** | *-$ 57,000* | *-$ 230,000* | *No Change* | *+$ 287,000* | *No Change* |

## Request Elements (per CTC's Amendment Request Guidance):

1. **The reason for the proposed Funding Distribution change:**
   *The City of Stockton is requesting to shift the $287,000 of ATP funds to the CON Phase 19-20 FY, whichh is currently programmed as $57,000 in the PA&ED Phase and $230,000 in the PS&E Phase. The Cityh was granted CMAQ funding that was not anticipated by the agency during the Cycle 3 ATP solicitationh process. The CMAQ funds will be allocated to support the PE Phase and a large portion of the CONh Phase. The shifting of the ATP funds will be used to support the project during construction.h*

2. **The impact the proposed change would have on the overall cost of the project** (The project must remain fully funded.):
   *There will be no change to the overall cost of the project. The project will be fully funded with a combination of ATP, CMAQ, and Local funds. With CMAQ supporting the PE Phase, the shifting of the ATP funds from PE to CON Phase willnot have an impact on the 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:**
   *The change will not affect the benefits of the project. The project will be constructed as shown in theh application.h*

4. **For projects programmed in the Metropolitan Planning Organization (MPO) component, evidence of MPO approval and the MPO rationale for their approval:**
   *San Joaquin Council of Governments has amended the project programming in the Federalh Transportation Improvement Program (FTIP) with the ID number of 212-0000-071.h*

**Caltrans supports this Request for Funding Distribution Change:**

■ Yes *Caltrans supports this request.*

☐ No

**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*

**Proposed changes to the Project Description:** _____

_____

**Proposed changes to the Project Limits:** _____

_____

**For Federally Funded Projects:** *N/A*

Proposed changes to the FTIP/FSTIP Description: _____

Proposed changes to the FTIP/FSTIP Limits: _____

**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: *N/A*

**Anticipated CTC Allocation Dates (at the time of Application Submittal for funding):**

PA&ED: _____ PS&E: _____ R/W: _____ CON: _____ CON-NI: _____

**Actual/New Anticipated CTC Allocation Dates (at the time of this request):**

PA&ED: _____ PS&E: _____ R/W: _____ CON: _____ CON-NI: _____

**Explanation for milestone changes:** *<< Only list/explain the milestones that have changed>>*

PA&ED: _____

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

Seng Lo (name) at 209-937-8389 (phone number)

Signature: _____ Title: Assistant Engineer Date: 4/25/19

Agency/Commission: City of Stockton

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

# Exhibit 22-G Project Programming Request (PPR)

Date: 03/27/2017

## Project Information:

| Project Title: | Closing Gaps to Schools | | | | |
|---|---|---|---|---|---|
| **District** | **County** | **Route** | **EA** | **Project ID** | **PPNO** |
| 10 | San Joaquin | | | | |

## Funding Information:

**DO NOT FILL IN ANY SHADED AREAS**

**Proposed Total Project Cost ($1,000s)**

| Component | Prior | 16/17 | 17/18 | 18/19 | 19/20 | 20/21 | 21/22+ | Total |
|---|---|---|---|---|---|---|---|---|
| E&P (PA&ED) | | | | | 65 | | | 65 |
| PS&E | | | | | 261 | | | 261 |
| R/W | | | | | | | | |
| CON | | | | | 1,969 | | | 1,969 |
| TOTAL | | | | | 2,295 | | | 2,295 |

**Notes:**

| 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 |
|---|---|---|---|---|---|---|---|---|
| E&P (PA&ED) | | | | | 57 | | | 57 |
| PS&E | | | | | 230 | | | 230 |
| R/W | | | | | | | | |
| CON | | | | | | | | |
| TOTAL | | | | | 287 | | | 287 |

**Funding Agency:** Caltrans

**Notes:**

| ATP Funds | Non-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 |
|---|---|---|---|---|---|---|---|---|
| E&P (PA&ED) | | | | | | | | |
| PS&E | | | | | | | | |
| R/W | | | | | | | | |
| CON | | | | | | | | |
| TOTAL | | | | | | | | |

**Funding Agency:** Caltrans

**Notes:**

| ATP Funds | Plan 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 |
|---|---|---|---|---|---|---|---|---|
| E&P (PA&ED) | | | | | | | | |
| PS&E | | | | | | | | |
| R/W | | | | | | | | |
| CON | | | | | | | | |
| TOTAL | | | | | | | | |

**Funding Agency:** Caltrans

**Notes:**

| ATP Funds | Previous Cycle | 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 |
|---|---|---|---|---|---|---|---|---|
| E&P (PA&ED) | | | | | | | | |
| PS&E | | | | | | | | |
| R/W | | | | | | | | |
| CON | | | | | | | | |
| TOTAL | | | | | | | | |

**Funding Agency:** Caltrans

**Notes:**

| 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 |
|---|---|---|---|---|---|---|---|---|
| E&P (PA&ED) | | | | | | | | |
| PS&E | | | | | | | | |
| R/W | | | | | | | | |
| CON | | | | | | | | |
| TOTAL | | | | | | | | |

**Funding Agency:**

**Notes:**

## Exhibit 22-G Project Programming Request (PPR)

Date: 03/27/2017

### Project Information:

**Project Title:** Closing Gaps to Schools

| District | County | Route | EA | Project ID | PPNO |
|---|---|---|---|---|---|
| 10 | San Joaquin | | | | |

**Fund No. 2:** Matching Funds — Program Code:

Proposed Funding Allocation ($1,000s)

| Component | Prior | 16/17 | 17/18 | 18/19 | 19/20 | 20/21 | 21/22+ | Total |
|---|---|---|---|---|---|---|---|---|
| E&P (PA&ED) | | | | | 8 | | | 8 |
| PS&E | | | | | 31 | | | 31 |
| R/W | | | | | | | | |
| CON | | | | | 263 | | | 263 |
| TOTAL | | | | | 302 | | | 302 |

Funding Agency: City of Stockton

Notes:

**Fund No. 3:** CMAQ — Program Code:

Proposed Funding Allocation ($1,000s)

| Component | Prior | 16/17 | 17/18 | 18/19 | 19/20 | 20/21 | 21/22+ | Total |
|---|---|---|---|---|---|---|---|---|
| E&P (PA&ED) | | | | | | | | |
| PS&E | | | | | | | | |
| R/W | | | | | | | | |
| CON | | | | | 1,706 | | | 1,706 |
| TOTAL | | | | | 1,706 | | | 1,706 |

Funding Agency: SJCOG

Notes:

**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 |
|---|---|---|---|---|---|---|---|---|
| E&P (PA&ED) | | | | | | | | |
| PS&E | | | | | | | | |
| R/W | | | | | | | | |
| CON | | | | | | | | |
| TOTAL | | | | | | | | |

Funding Agency:

Notes:

**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 |
|---|---|---|---|---|---|---|---|---|
| E&P (PA&ED) | | | | | | | | |
| PS&E | | | | | | | | |
| R/W | | | | | | | | |
| CON | | | | | | | | |
| TOTAL | | | | | | | | |

Funding Agency:

Notes:

**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 |
|---|---|---|---|---|---|---|---|---|
| E&P (PA&ED) | | | | | | | | |
| PS&E | | | | | | | | |
| R/W | | | | | | | | |
| CON | | | | | | | | |
| TOTAL | | | | | | | | |

Funding Agency:

Notes:

**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 |
|---|---|---|---|---|---|---|---|---|
| E&P (PA&ED) | | | | | | | | |
| PS&E | | | | | | | | |
| R/W | | | | | | | | |
| CON | | | | | | | | |
| TOTAL | | | | | | | | |

Funding Agency:

Notes:

## Exhibit 22-G Project Programming Request (PPR)

Date: 8/22/2017

**Project Information:**

| Project Title: | Closing Gaps to Schools | | | | |
|---|---|---|---|---|---|
| **District** | **County** | **Route** | **EA** | **Project ID** | **PPNO** |
| 10 | San Joaquin | | | | |

**Funding Information:**

**DO NOT FILL IN ANY SHADED AREAS**

Proposed Total Project Cost ($1,000s)

| Component | Prior | 16/17 | 17/18 | 18/19 | 19/20 | 20/21 | 21/22+ | Total |
|---|---|---|---|---|---|---|---|---|
| E&P (PA&ED) | 0 | 0 | 20 | 0 | 0 | 0 | 0 | 20 |
| PS&E | 0 | 0 | 430 | 0 | 0 | 0 | 0 | 430 |
| R/W | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| CON | 0 | 0 | 0 | 0 | 2,171 | 0 | 0 | 2,171 |
| TOTAL | 0 | 0 | 450 | 0 | 2,171 | 0 | 0 | 2,621 |

Notes:

| ATP Funds | Infrastructure Cycle 3 | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Proposed Funding Allocation ($1,000s) | | | | | | | | |
| **Component** | **Prior** | **16/17** | **17/18** | **18/19** | **19/20** | **20/21** | **21/22+** | **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 | 287 | 0 | 0 | 287 |
| TOTAL | 0 | 0 | 0 | 0 | 287 | 0 | 0 | 287 |

Program Code: 20.30.720
Funding Agency: Caltrans
Notes:

| ATP Funds | Non-Infrastructure Cycle 3 | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Proposed Funding Allocation ($1,000s) | | | | | | | | |
| **Component** | **Prior** | **16/17** | **17/18** | **18/19** | **19/20** | **20/21** | **21/22+** | **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 | Plan Cycle 3 | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Proposed Funding Allocation ($1,000s) | | | | | | | | |
| **Component** | **Prior** | **16/17** | **17/18** | **18/19** | **19/20** | **20/21** | **21/22+** | **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** | **16/17** | **17/18** | **18/19** | **19/20** | **20/21** | **21/22+** | **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:
Funding Agency: Caltrans
Notes:

## Exhibit 22-G Project Programming Request (PPR)

Date: 8/22/2017

| Project Information: | | | | | |
|---|---|---|---|---|---|
| **Project Title:** | Closing Gaps to Schools | | | | |
| **District** | **County** | **Route** | **EA** | **Project ID** | **PPNO** |
| 10 | San Joaquin | | | | |

## 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** | **16/17** | **17/18** | **18/19** | **19/20** | **20/21** | **21/22+** | **Total** | **Funding Agency** |
| E&P (PA&ED) | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | City of Stockton |
| PS&E | 0 | 0 | 50 | 0 | 0 | 0 | 0 | 50 | **Notes:** |
| R/W | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | City is providing matching funds. |
| CON | 0 | 0 | 0 | 0 | 251 | 0 | 0 | 251 | |
| **TOTAL** | **0** | **0** | **52** | **0** | **251** | **0** | **0** | **303** | |

| **Fund No. 3:** | | | | | | | | | **Program Code** |
|---|---|---|---|---|---|---|---|---|---|
| **Proposed Funding Allocation ($1,000s)** | | | | | | | | | CMAQ |
| **Component** | **Prior** | **16/17** | **17/18** | **18/19** | **19/20** | **20/21** | **21/22+** | **Total** | **Funding Agency** |
| E&P (PA&ED) | 0 | 0 | 18 | 0 | 0 | 0 | 0 | 18 | SJCOG |
| PS&E | 0 | 0 | 380 | 0 | 0 | 0 | 0 | 380 | **Notes:** |
| R/W | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| CON | 0 | 0 | 0 | 0 | 1,633 | 0 | 0 | 1,633 | |
| **TOTAL** | **0** | **0** | **398** | **0** | **1,633** | **0** | **0** | **2,031** | |

| **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) | 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** | **16/17** | **17/18** | **18/19** | **19/20** | **20/21** | **21/22+** | **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** | **16/17** | **17/18** | **18/19** | **19/20** | **20/21** | **21/22+** | **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** | **16/17** | **17/18** | **18/19** | **19/20** | **20/21** | **21/22+** | **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** | |

State of California
**DEPARTMENT OF TRANSPORTATION**

California State Transportation Agency

# MEMORANDUM

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

**CTC Meeting**: June 26-27, 2019

**From**: STEVEN KECK, Chief Financial Officer

**Reference Number**: 4.21, Action Item

**Prepared By**: Rihui Zhang, Chief
Division of Local Assistance

**Subject**: **2017 ACTIVE TRANSPORTATION PROGRAM PROJECT AMENDMENT – CONTRA COSTA COUNTY – FRED JACKSON WAY FIRST MILE AND LAST MILE CONNECTION PROJECT, RESOLUTION G-19-30, AMENDING RESOLUTION G-17-04**

## ISSUE:

Should the California Transportation Commission (Commission) amend the 2017 Active Transportation Program to move $200,000 in Right of Way (RW) funds in Fiscal Year 2019-20 to Construction (CON) in Fiscal Year 2020-21 for the Contra Costa County – Fred Jackson Way First Mile and Last Mile Connection Project (PPNO 2309)?

## RECOMMENDATION:

The California Department of Transportation (Department) recommends the Commission amend the 2017 Active Transportation Program to move $200,000 in RW funds in Fiscal Year 2019-20 to Construction (CON) in Fiscal Year 2020-21 for the Contra Costa County – Fred Jackson Way First Mile and Last Mile Connection Project (PPNO 2309).

## BACKGROUND:

On March 15, 2017, the Commission approved the Metropolitan Planning Organization Component (8 of 9 Large MPOs) of the 2017 Active Transportation Program (Resolution G-17-04), which included $3,298,000 in 2017 Active Transportation Program funding for the Contra Costa County – Fred Jackson Way First Mile and Last Mile Connection Project (PPNO 2309).

The 2019 Active Transportation Program Guidelines adopted by the Commission on May 16, 2018, states 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, Contra Costa County – Fred Jackson Way First Mile and Last Mile Connection Project (PPNO 2309) 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 | $0 | $161,000 FY 2019-20 | $200,000 FY 2019-20 | $2,937,000 FY 2020-21 | $3,298,000 |
| New Program | $0 | $161,000 FY 2019-20 | $0 | $3,137,000 FY 2020-21 | $3,298,000 |
| Proposed Change | No Change | No Change | -$200,000 | +$200,000 | No Change |

**RESOLUTION G-19-30:**

Be it Resolved, that the Commission does hereby amend the 2017 Active Transportation Program to move $200,000 in RW funds programmed in Fiscal Year 2019-20 to CON in Fiscal Year 2020-21 for the Contra Costa County – Fred Jackson Way First Mile and Last Mile Connection Project (PPNO 2309)

Be it Further Resolved, that Resolution G-17-04 is hereby amended to reflect the funding distribution changes to the Contra Costa County – Fred Jackson Way First Mile and Last Mile Connection Project (PPNO 2309).

Be it Further Resolved, that all other provisions stipulated in Resolution G-17-04 remain in effect.

Attachments:

- Attachment A: Exhibit 22-G Request for Funding Distribution Change
- Attachment B: Original PPR

Contra Costa County
Public Works
Department

Brian M. Balbas, Director
Deputy Directors
Stephen Kowalewski, Chief
Warren Lai
Carrie Ricci
Joe Yee

**EXHIBIT 22-G DRAFT REQUEST FOR FUNDING DISTRIBUTION CHANGE (LOCAL ATP PROJECTS)**

To: Alan Wong
District Local Assistance Engineer
Caltrans, Office of Local Assistance
111 Grand Avenue
Mail Sta. 10B
Oakland, CA 94612

Date: 05/06/2019

PPNO: 2309
Federal PROJECT #: ATPL-5928(151)
ATP ID #: ATP03-04-056M

**Project Name** (Per CTC programming)**:** Fred Jackson Way First Mile/Last Mile Connection

**Implementing Agency:** Contra Costa County

**Approved Project Description** (As submitted in Application)**:** Construct ADA accessible sidewalks with street trees along 0.3 mile roadway from Grove Avenue to Wildcat Creek Trail. Extend an additional 0.3 miles northerly to Brookside Drive to construct sidewalk and Class II bike lanes, for a total of 0.6 miles of continuous pedestrian and bicycle access.

**Approved Project Limits** (As submitted in Application)**:** Fred Jackson Way from Grove Avenue to Brookside Drive in North Richmond

**For Federally Funded Projects:** *<<Omit if not applicable>>*

Current FTIP/FSTIP Description: In Richmond: On Fred Jackson Way from Grove Avenue to Wildcat Creek Trail: Construct ADA accessible sidewalks with street trees; and from Wildcat Creek to Brookside Dr: Construct pedestrian path and Class II bike lanes

Current FTIP/FSTIP Limits: Fred Jackson Way from Grove Avenue to Brookside Drive in North Richmond

Dear Alan Wong:

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:

**A. Is this request being made in the same state fiscal year in the funds have been programmed?**

☐ Yes
☒ No

*If "Yes" then your request is not eligible.*

**B. Have any of the request funds already been allocated?**

☐ Yes
☒ No

*If "Yes" then your request is not eligible for a Fund Distribution Change request. For funds that have been allocated review CTC Final Adopted ATP Guidelines, "Project Cost Savings"*

**C. Does this request propose to move funds out of Construction?**

☐ Yes
☒ No

*If "Yes" then your request is not eligible.*

**D. Has this project already received a Funding Distribution Change Request?**

☐ Yes
☒ No

*If "Yes" then your request is not eligible.*

**E. Project Funding Chart**

| Phase/Funding | PA&ED | PS&E | ROW | CON | CON-NI |
|---|---|---|---|---|---|
| **Program FY*** | | 19/20 | 19/20 | 20/21 | |
| **Original $** | | $161,000 | $200,000 | $2,937,000 | |
| **Proposed $** | | $161,000 | $0 | $3,137,000 | |
| **Change ($)** | *N/A* | *No Change* | *-$200,000* | *$200,000* | *N/A* |

*FY- State fiscal year (i.e. July 1, 2019 through June 30, 2020 is shown as 19/20)

**Other Elements (per CTC's Amendment Request Guidance):**

1. **The reason for the proposed Funding Distribution change;**

   The project currently has $200,000 allocated for the R/W phase for FY 19/20. When the grant application was submitted, it was assumed that rights-of-way would be required from all property owners along Fred Jackson Way between Grove Avenue and Wildcat Creek. After a field survey was conducted and preliminary design was underway, it was

determined that the project will not require these rights-of-way and the project can be delivered within the public right-of-way.

Contra Costa County requests that the $200,000 funding from the R/W phase for FY 19/20 be redistributed towards the CON phase for FY 20/21. This redistribution would provide more project delivery assurance given the observed trend of increasing construction costs. The County can also consider other enhancements that provide benefits to the project with this redistribution.

2. **The impact the proposed change would have on the overall cost of the Project**. (The project must remain fully funded.)

   The proposed change would not have any impact on the overall cost of the project. The project will remain fully funded.

3. **Discussion of whether the Funding Distribution Change will affect the benefit of the project as described in the project application;**

   The funding distribution change will not impact the ability of the project to deliver ADA-assessable sidewalks and Class II bicycle lanes.

4. **For projects programmed in the Metropolitan Planning Organization (MPO) component, evidence of MPO approval and the MPO rationale for their approval.**

   Attached is an e-mail from MTC dated April 11, 2019, approving the proposed funding distribution change.

**Caltrans supports this Request for Funding Distribution Change:**

☐ Yes *<< For Caltrans HQ only>>*
☐ No

**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

**Proposed changes to the Project Description:**

_____

**Proposed changes to the Project Limits:**

_____

**For Federally Funded Projects:** N/A

Proposed changes to the FTIP/FSTIP Description:

_____

Proposed changes to the FTIP/FSTIP Limits:

_____

**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: _____ PS&E: 7/1/2019 R/W: 7/1/2019
CON: 9/1/2020 CON-NI: _____

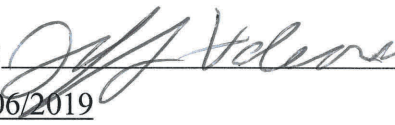
**Actual/New Anticipated CTC Allocation Dates (at the time of this request):**

PA&ED: _____ PS&E: 7/1/2019 R/W: N/A
CON: 9/1/2020 CON-NI: _____

**Explanation for milestone changes:** *<< Only list/explain the milestones that have changed>>*

PA&ED: N/A
PS&E: No impact to the milestones with this funding distribution change
R/W: R/W funding is no longer needed for this project
CON: No impact to the milestones with this funding distribution change
CON-NI: N/A

**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 Jeff Valeros at 925-313-2031.

Signature:  Title: Associate Civil Engineer
Date: 05/06/2019

Agency/Commission: Contra Costa County

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

JV
G:\transeng\Projects\Fred Jackson Way First Mile Last Mile\03- Finance\ATP\Funding Distribution Change\22-G Request for Funding Distribution Change 2019-05-06.docx

# Exhibit 22-G Project Programming Request (PPR)

Date: 5/6/2019

## Project Information:

| Project Title: | Fred Jackson Way First Mile/Last Mile Connection | | | | |
|---|---|---|---|---|---|
| District | County | Route | EA | Project ID | PPNO |
| 4 | Contra Costa | | | | 2309 |

## Funding Information:

DO NOT FILL IN ANY SHADED AREAS

**Proposed Total Project Cost ($1,000s)**

| Component | Prior | 16/17 | 17/18 | 18/19 | 19/20 | 20/21 | 21/22+ | Total |
|---|---|---|---|---|---|---|---|---|
| E&P (PA&ED) | | | 253 | | | | | 253 |
| PS&E | | | | 516 | 161 | | | 677 |
| R/W | | | | | 344 | | | 344 |
| CON | | | | | | 3,418 | | 3,418 |
| TOTAL | | | 253 | 516 | 505 | 3,418 | | 4,692 |

Notes:

**ATP Funds:** Infrastructure Cycle 3

Program Code: 20.30.720

**Proposed Funding Allocation ($1,000s)**

| Component | Prior | 16/17 | 17/18 | 18/19 | 19/20 | 20/21 | 21/22+ | Total |
|---|---|---|---|---|---|---|---|---|
| E&P (PA&ED) | | | | | | | | |
| PS&E | | | | | 161 | | | 161 |
| R/W | | | | | | | | |
| CON | | | | | | 3,137 | | 3,137 |
| TOTAL | | | | | 161 | 3,137 | | 3,298 |

Funding Agency: Caltrans

Notes:

**ATP Funds:** Non-infrastructure Cycle 3

Program Code: 20.30.720

**Proposed Funding Allocation ($1,000s)**

| Component | Prior | 16/17 | 17/18 | 18/19 | 19/20 | 20/21 | 21/22+ | Total |
|---|---|---|---|---|---|---|---|---|
| E&P (PA&ED) | | | | | | | | |
| PS&E | | | | | | | | |
| R/W | | | | | | | | |
| CON | | | | | | | | |
| TOTAL | | | | | | | | |

Funding Agency: Caltrans

Notes:

**ATP Funds:** Plan Cycle 2

Program Code: 20.30.720

**Proposed Funding Allocation ($1,000s)**

| Component | Prior | 16/17 | 17/18 | 18/19 | 19/20 | 20/21 | 21/22+ | Total |
|---|---|---|---|---|---|---|---|---|
| E&P (PA&ED) | | | | | | | | |
| PS&E | | | | | | | | |
| R/W | | | | | | | | |
| CON | | | | | | | | |
| TOTAL | | | | | | | | |

Funding Agency: Caltrans

Notes:

**ATP Funds:** Previous Cycle

Program Code: 20.30.720

**Proposed Funding Allocation ($1,000s)**

| Component | Prior | 16/17 | 17/18 | 18/19 | 19/20 | 20/21 | 21/22+ | Total |
|---|---|---|---|---|---|---|---|---|
| E&P (PA&ED) | | | | | | | | |
| PS&E | | | | | | | | |
| R/W | | | | | | | | |
| CON | | | | | | | | |
| TOTAL | | | | | | | | |

Funding Agency: Caltrans

Notes:

**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 |
|---|---|---|---|---|---|---|---|---|
| E&P (PA&ED) | | | | | | | | |
| PS&E | | | | | | | | |
| R/W | | | | | | | | |
| CON | | | | | | | | |
| TOTAL | | | | | | | | |

Funding Agency:

Notes:

Fund type (if known):

## Exhibit 22-G Project Programming Request (PPR)

Date: 5/6/2019

### Project Information:

| Project Title: | Fred Jackson Way First Mile/Last Mile Connection | | | | |
|---|---|---|---|---|---|
| District | County | Route | EA | Project ID | PPNO |
| 4 | Contra Costa | | | | 2309 |

**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 |
|---|---|---|---|---|---|---|---|---|
| E&P (PA&ED) | | | | | | | | |
| PS&E | | | | | | | | |
| R/W | | | | | | | | |
| CON | | | | | | | | |
| TOTAL | | | | | | | | |

Funding Agency:

Notes: Fund type (if known):

**Fund No. 3:** Local — Program Code:

Proposed Funding Allocation ($1,000s)

| Component | Prior | 16/17 | 17/18 | 18/19 | 19/20 | 20/21 | 21/22+ | Total |
|---|---|---|---|---|---|---|---|---|
| E&P (PA&ED) | | | 253 | | | | | 253 |
| PS&E | | | | 446 | | | | 446 |
| R/W | | | | | 344 | | | 344 |
| CON | | | | | | 117 | | 117 |
| TOTAL | | | 253 | 446 | 344 | 117 | | 1,160 |

Funding Agency:

Notes:

**Fund No. 4:** State Coastal Conservancy Prop 1 — Program Code:

Proposed Funding Allocation ($1,000s)

| Component | Prior | 16/17 | 17/18 | 18/19 | 19/20 | 20/21 | 21/22+ | Total |
|---|---|---|---|---|---|---|---|---|
| E&P (PA&ED) | | | | | | | | |
| PS&E | | | | 70 | | | | 70 |
| R/W | | | | | | | | |
| CON | | | | | | 164 | | 164 |
| TOTAL | | | | 70 | | 164 | | 234 |

Funding Agency:

Notes: Funding for street trees

**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 |
|---|---|---|---|---|---|---|---|---|
| E&P (PA&ED) | | | | | | | | |
| PS&E | | | | | | | | |
| R/W | | | | | | | | |
| CON | | | | | | | | |
| TOTAL | | | | | | | | |

Funding Agency:

Notes:

**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 |
|---|---|---|---|---|---|---|---|---|
| E&P (PA&ED) | | | | | | | | |
| PS&E | | | | | | | | |
| R/W | | | | | | | | |
| CON | | | | | | | | |
| TOTAL | | | | | | | | |

Funding Agency:

Notes:

**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 |
|---|---|---|---|---|---|---|---|---|
| E&P (PA&ED) | | | | | | | | |
| PS&E | | | | | | | | |
| R/W | | | | | | | | |
| CON | | | | | | | | |
| TOTAL | | | | | | | | |

Funding Agency:

Notes:

## Exhibit 22-G Project Programming Request (PPR)

Date: 6/15/2016

| Project Information: | | | | | |
|---|---|---|---|---|---|
| **Project Title:** | Fred Jackson Way First Mile/Last Mile Connection Project | | | | |
| **District** | **County** | **Route** | **EA** | **Project ID** | **PPNO** |
| 4 | Contra Costa | | | | |

**Funding Information:**

**DO NOT FILL IN ANY SHADED AREAS**

**Proposed Total Project Cost ($1,000s)**

| Component | Prior | 16/17 | 17/18 | 18/19 | 19/20 | 20/21 | 21/22+ | Total |
|---|---|---|---|---|---|---|---|---|
| E&P (PA&ED) | 0 | 0 | 300 | 0 | 0 | 0 | 0 | **300** |
| PS&E | 0 | 0 | 0 | 0 | 400 | 0 | 0 | **400** |
| R/W | 0 | 0 | 0 | 0 | 400 | 0 | 0 | **400** |
| CON | 0 | 0 | 0 | 0 | 0 | 3,198 | 0 | **3,198** |
| **TOTAL** | **0** | **0** | **300** | **0** | **800** | **3,198** | **0** | **4,298** |

**Notes:**

| 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 | 0 | 0 | 0 | **0** | Caltrans |
| PS&E | 0 | 0 | 0 | 0 | 161 | 0 | 0 | **161** | **Notes:** |
| R/W | 0 | 0 | 0 | 0 | 200 | 0 | 0 | **200** | |
| CON | 0 | 0 | 0 | 0 | 0 | 2,937 | 0 | **2,937** | |
| **TOTAL** | **0** | **0** | **0** | **0** | **361** | **2,937** | **0** | **3,298** | |

| ATP Funds | Non-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 | 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 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 | 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** | **16/17** | **17/18** | **18/19** | **19/20** | **20/21** | **21/22+** | **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: 6/15/2016

| Project Information: | | | | | |
|---|---|---|---|---|---|
| **Project Title:** | Fred Jackson Way First Mile/Last Mile Connection Project | | | | |
| **District** | **County** | **Route** | **EA** | **Project ID** | **PPNO** |
| 4 | Contra Costa | | | | |

## 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:** | **North Richmond AOB** | | | | | | | | **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) | 0 | 0 | 300 | 0 | 0 | 0 | 0 | **300** | Contra Costa County |
| PS&E | 0 | 0 | 0 | 0 | 239 | 0 | 0 | **239** | **Notes:** |
| R/W | 0 | 0 | 0 | 0 | 200 | 0 | 0 | **200** | |
| CON | 0 | 0 | 0 | 0 | 0 | 261 | 0 | **261** | |
| **TOTAL** | **0** | **0** | **300** | **0** | **439** | **261** | **0** | **1,000** | |

| **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) | 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** | **16/17** | **17/18** | **18/19** | **19/20** | **20/21** | **21/22+** | **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** | **16/17** | **17/18** | **18/19** | **19/20** | **20/21** | **21/22+** | **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** | **16/17** | **17/18** | **18/19** | **19/20** | **20/21** | **21/22+** | **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** | **16/17** | **17/18** | **18/19** | **19/20** | **20/21** | **21/22+** | **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** | |

# Memorandum

**To**: CHAIR AND COMMISSIONERS **CTC Meeting**: June 26-27, 2019

**From**: SUSAN BRANSEN, Executive Director

**Reference Number**: 2.2c.(9), Action

**Prepared By**: Jose Oseguera
Assistant Deputy Director

**Published Date**: June 14, 2019

Subject: **Approval of Project for Future Consideration of Funding – Final Environmental Impact Report for the Mid County Parkway Project (Resolution E-19-66)**

## Issue:

Should the California Transportation Commission (Commission), as a Responsible Agency, accept the Final Environmental Impact Report and Statement of Overriding Considerations for the Mid County Parkway Project (Project) in Riverside County and approve the Project for future consideration of funding?

## Recommendation:

Commission staff recommends the Commission accept the Final Environmental Impact Report and Statement of Overriding Considerations, and approve the Project for future consideration of funding.

## Background:

The Riverside County Transportation Commission is the California Environmental Quality Act lead agency for the Project. The Project will construct a 16-mile west/east transportation corridor known as the Midway Parkway between Interstate 215 and State Route 79, including full or partial access control with grade separations at local intersections, a mix-flow lane to the Van Buren Boulevard interchange, an additional mix-flow lane from Nuevo Road to the Cajalco-Ramona Expressway, a new interchange at Placentia Avenue, and modifications to the existing interchange at the Cajalco Road/Ramona Expressway. The Project is located in western Riverside County between Interstate 215 in the west and State Route 79 in the east, Riverside County.

On April 8, 2015, the Riverside County Transportation Commission adopted the Final Environmental Impact Report, including the Statement of Overriding Considerations. The Final Environmental Impact Report determined that the impacts related to

aesthetics, agriculture, air quality, cultural resources, greenhouse gas emissions, and noise would be significant and unavoidable.

The Riverside County Transportation Commission found that there were several benefits that outweigh the unavoidable adverse impact of the project. These overriding benefits include economic, legal, social, and technological considerations that outweigh the identified significant effects on the environment. The benefits of the west-east transportation corridor provide a direct and continuous route connecting major population/employment centers. Specifically, the Project:

- Improves west-east transportation in western Riverside County between Interstate 215 in the west and State Route 79 in the east.
- Provides a key west-east regional transportation corridor as identified in the Riverside County Integrated Project.
- Serves an essential transportation corridor in an area of west Riverside County that is undergoing substantial population growth that is expected to double from 1.5 million to 3.3 million in 2035.
- Provides transportation improvements to an area experiencing recovery from an economic downturn.
- Addresses commuter needs for those travelling to work in Orange and Los Angeles Counties.
- Provides congestion relief in an area that shows a 100 percent increase in travel demand by 2040.
- Addresses the greatest near-term need for west-east transportation improvements.
- Serves as a corridor connection for goods and services between Perris and San Jacinto.
- Provides roadway geometrics that will meet state highway design standards and accommodates Surface Transportation Assistance Act National Network requirements.
- Augments future, multimodal transportation system designs.
- Allows flexibility for future transportation improvements.
- Provides independent utility even if no additional transportation improvements are made in the area.
- Reduces the possibility of accidents as a result of providing safe corridor access and improved highway design.
- Alleviates the effects of numerous direct access points and congestion on the existing Ramona Expressway, whose design does not meet current Caltrans nor Riverside County standards for major roadways.
- Fulfills the intent of the prior Riverside County Transportation Commission and the County of Riverside actions with regard to the planning of the Hemet to Corona/Lake Elsinore Community Environmental Transportation Acceptability

Process (CETAP), and is consistent with the specific alignment decision regarding the CETAP corridors that may result in appropriate amendments to the General Plan.
- Provides consistency with the goals of the Riverside County General Plan, which sets forth the need to incorporate future growth with transportation and multipurpose open space systems in areas that are well served by public facilities.
- Offers an opportunity to create linkages between the Mid County Parkway project and two major planned transit projects (the Perris Valley Line and Perris Multimodal Facility).
- Includes measures to reduce greenhouse gas emissions and potential climate change impacts.
- Benefits the Riverside County Fire Department and the Riverside County Sheriff's Department, providing services within the Mid County Parkway study area.
- Provides the Riverside County Transportation Commission with the opportunity to add bicycle and pedestrian facilities in locations where local streets will cross the Mid County Parkway.
- Allows vehicle travel times through the Mid County Parkway to be shortened.

On May 31, 2019, the Riverside County Transportation Commission confirmed that the Final Environmental Impact Report remains valid and that there are no new identified impacts requiring mitigation. The Riverside County Transportation Commission 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 $1,321,042,000 and is fully funded with Local Measure A Funds ($263,700,000), Riverside County Bond Funds ($932,000,000), Riverside County Transportation Uniform Mitigation Fee Funds ($118,300,000), and Local Partnership Program Funds ($7,042,000).

Construction is estimated to begin in Fiscal Year 2019-20.

Attachments:

- Attachment A: Resolution E-19-66
- Attachment B: Statement of Overriding Considerations
- Attachment C: Notice of Determination
- Attachment D: Project Location Map

**CALIFORNIA TRANSPORTATION COMMISSION**
**Resolution for Future Consideration of Funding**

**8 – Riverside County**
**Resolution E-19-66**

1.1 WHEREAS, the Riverside County Transportation Commission has completed a Final Environmental Impact Report and Statement of Overriding Considerations pursuant to the California Environmental Quality Act (CEQA) and the CEQA Guidelines for Mid County Parkway Project (Project) in Riverside County; and

1.2 WHEREAS, the Riverside County Transportation Commission has certified that the Final Environmental Impact Report has been completed pursuant to CEQA and the CEQA Guidelines; and

1.3 WHEREAS, the Project is located in western Riverside County between Interstate 215 in the west and State Route 79 in the east; and

1.4 WHEREAS, the Project will construct a 16-mile west/east transportation corridor known as the Midway Parkway between Interstate 215 and State Route 79, including full or partial access control with grade separations at local intersections, a mix-flow lane to the Van Buren Boulevard interchange, an additional mix-flow lane from Nuevo Road to the Cajalco-Ramona Expressway, a new interchange at Placentia Avenue, and modifications to the existing interchange at the Cajalco Road/Ramona Expressway; and

1.5 WHEREAS, the California Transportation Commission, as a Responsible Agency, has considered the information contained in the Final Environmental Impact Report; and

1.6 WHEREAS, on April 8, 2015, the Riverside County Transportation Commission adopted the Final Environmental Impact Report; and

1.7 WHEREAS, the Riverside County Transportation Commission determined that impacts related to aesthetics, agriculture, air quality, cultural resources, greenhouse gas emissions, and noise would be significant and unavoidable; and

1.8 WHEREAS, on May 31, 2019, the Riverside County Transportation Commission confirmed that the Final Environmental Impact Report remains valid and that there are no new identified impacts requiring mitigation since adoption; and

1.9 WHEREAS, on May 31, 2019, the Riverside County Transportation Commission 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; and

1.10 WHEREAS, the Riverside County Transportation Commission adopted a Statement of Overriding Considerations for the Project finding that the Project benefits outweigh the unavoidable adverse environmental impacts; and

1.11 WHEREAS, the above-referenced significant effects are acceptable when balanced against the facts set forth in the Statement of Overriding Considerations; and

1.12 WHEREAS, the Commission, as a Responsible Agency, has considered the information contained in the Final Environmental Impact Report and the Statement of Overriding Considerations.

2.1 NOW, THEREFORE, BE IT RESOLVED that the Commission does hereby accept the Final Environmental Impact Report and Statement of Overriding Considerations for the above-referenced Project to allow for future consideration of funding.

**EXHIBIT B**
**MID COUNTY PARKWAY**
**ENVIRONMENTAL IMPACT REPORT**
**(SCH #2004111103)**
**CEQA STATEMENT OF OVERRIDING CONSIDERATIONS**

Public Resources Code section 21081 provides that no public agency shall approve or carry out a project for which an EIR has been certified which identifies one of more significant effects on the environment that would occur if the project were carried out unless the agency makes specific findings with respect to those significant environmental effects. Where a public agency finds that economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities for highly trained workers, makes infeasible the mitigation measures or alternatives identified in the EIR, and thereby leave significant unavoidable effects, the public agency must also find that "specific overriding economic, legal, social, technological, or other benefits of the project outweigh the significant effects on the environment."

In making this determination, the Lead Agency is guided by CEQA Guidelines Section 15093, which provides as follows:

a. CEQA requires the decision-making agency to balance, as applicable, the economic, legal, social, technological, or other benefits of a proposed project against its unavoidable environmental risks when determining whether to approve the project. If the specific economic, legal, social, technological, or other benefits of a proposed project outweigh the unavoidable adverse environmental effects, the adverse environmental effects may be considered "acceptable."

b. When the lead agency approves a project which will result in the occurrence of significant effects which are identified in the EIR but are not avoided or substantially lessened, the agency shall state in writing the specific reasons to support its action based on the EIR and/or other information in the record. The statement of overriding considerations shall be supported by substantial evidence in the record.

c. If an agency makes a statement of overriding consideration, the statement should be included in the record of the project approval and should be mentioned in the notice of determination. This statement does not substitute for, and shall be in addition, finding required pursuant to CEQA Section 15091.

The Final EIR/EIS has identified and discussed significant effects that may occur as a result of the proposed Project. With the implementation of the Mitigation Measures discussed in the EIR/EIS, and set forth in the Mitigation Monitoring and Reporting Program ("MMRP") provided in Exhibit C to this Resolution, these effects can be mitigated to a level of less than significant except for the following unavoidable significant impacts: Long-term aesthetic impacts, long-

term impacts to farmlands, impacts to cultural resources, long-term noise impacts, and impacts related to air quality and greenhouse gas emissions.

Having reduced the adverse significant environmental effects of the Project to the extent feasible by adopting the Mitigation Measures in the Final EIR/EIS, having considered the entire administrative record on the Project, and having weighed the benefits of the Project against its unavoidable adverse impact after mitigation, RCTC determined that each of the following social, economic, legal, technological, and other benefits of the Project separately and individually outweigh the potential unavoidable adverse impacts and render those potential adverse environmental impacts acceptable based upon the following overriding considerations:

1. The Project would improve west-east transportation in western Riverside County between Interstate 215 in the west and State Route 79 in the east, a distance of approximately 16 miles. The proposed project will construct a new freeway, known as the Mid County Parkway (MCP), which will provide a direct and continuous route connecting major population and employment centers as identified in the Land Use Element of the County of Riverside General Plan and the General Plans of the cities of Perris and San Jacinto. (Final EIR/EIS Summary, p. ES-1; Section 3.6, p. 3.6-23.)

2. The Project was identified as a key west-east regional transportation corridor as the result of several years of comprehensive land use and transportation planning in Riverside County through the Riverside County Integrated Project (RCIP). Initiated in 1999, the RCIP was an unprecedented, multiyear planning effort to simultaneously prepare environmental, transportation, housing, and development guidelines for Riverside County for the first half of the 21st century. (Final EIR/EIS Summary, p. ES-1.)

3. The Project will be located in and serve an area of western Riverside County that is currently undergoing substantial population and employment growth. The population in Riverside County is expected to double, from 1.5 million residents currently to approximately 3.3 million by 2025, and employment is projected to increase to 1.29 million jobs by 2035. The Project will link the population centers of the city of Perris and the city of San Jacinto. (Final EIR/EIS Summary, pp. ES-6 and ES-7; Chapter 1, pp. 1-13 and 1-17.)

4. The Project will provide transportation improvements to a region where economic recovery is taking place, as witnessed by the 2 percent growth in employment from December 2010 to December 2011 in the Inland Empire, which includes the counties of Riverside and San Bernardino. (Final EIR/EIS Executive Summary, p. 6; Chapter 1, p. 5.) Although currently funded transportation improvements will address some of the projected future travel demand generated by this population and employment growth, additional transportation improvements are needed to provide for the efficient movement of people and goods in the future. (Final EIR/EIS, Summary, p. ES-7.)

5. Riverside County serves as a population center for commuters to jobs in Orange and Los Angeles Counties. The Project's west-east corridor/connection will provide another needed east-west corridor connection to facilitate regional traffic movement and to meet future west-

east travel demand. The MCP project will not only serve as a major arterial within the communities through which it passes, but also provide a vital regional transportation role by serving longer trip lengths. (Final EIR/EIS, Chapter 1, p. 1-25.)

6. The Project is designed to address the greatest near-term need for west-east transportation improvements, which are east of I-215, by focusing on transportation improvements between I-215 and SR-79. In 2040, the existing major west-east facilities in western Riverside County, SR-60 and SR-91, as well as several segments of SR-74, are projected to operate at level of service (LOS) F, even with planned improvements. Ramona Expressway is the only major west-east continuous transportation corridor located between SR-74 to the south and SR-60 to the north that provides a connection between I-215 and SR079; by 2040 it is projected that Ramona Expressway will operate at an unacceptable LOS F, even with planned improvements in the Riverside County General Plan Circulation Element. (Final EIR/EIS, Chapter 1, pp. 1-10 and 1-16.)

7. The Project will provide congestion relief in the future because transportation projections for the year 2040 show more than a 100 percent increase in traffic demand throughout the western Riverside corridor, the existing capacity of Ramona Expressway is inadequate to meet the future traffic demand; and additional transportation improvements that are currently funded will not address all of the projected future demand. (Final EIR/EIS, Chapter 1, p. 1-16 and 1-17.)

8 The Project's west-east corridor/connection will serve to accommodate the movement not only of people, but of goods and services between and through the cities of Perris and San Jacinto. The Perris/Moreno Valley / March Air Reserve Base area will serve as a major distribution hub for goods in the Inland Empire in the future. This employment center will result in increased travel demand by commuters, as well as by trucks carrying goods in and out of the area. The MCP project will serve to accommodate these increasing transportation needs. (Final EIR/EIS Chapter 1, p. 1-31.)

9. The Project will provide roadway geometrics that will meet state highway design standards and accommodate Surface Transportation Assistance Act National Network trucks. Increased truck traffic will be integral to future job growth in the area because of the many existing and planned warehouse distribution facilities in Perris along I-215. (Final EIR/EIS Chapter 1, p. 1-26.)

10. The Project's design will result in a facility that is compatible with future multimodal transportation system. (Final EIR/EIS Chapter 1, p. 1-14.)

11. The Project, as designed, does not restrict consideration of alternatives for other reasonably foreseeable transportation improvements. The typical cross section on the on the modified MCP project would include three mixed-flow lanes in each direction, with 10-foot-wide inside and outside shoulders. Those travel lanes would be sufficient to accommodate all types of buses including local transit vehicles. The cross section also includes a 62-foot-wide

center median that could be used for high occupancy vehicle lanes, bus-only lanes, additional mixed-flow lanes, or rail in the future. (Final EIR/EIS Chapter 1, pp. 1-14 and 1-42.)

12. Because I-215 and SR-79 provide logical termini for the MCP project, the Project has independent utility even if no additional transportation improvements are made in the area. With the modified MCP project, travelers in western Riverside County would have multiple options for traveling between SR-91 and SR-60 to the north and I-15 in San Diego to the south. The MCP project would have independent utility/independent significance and would be usable and a reasonable expenditure even if no additional transportation improvements in the area are made. (Final EIR/EIS Chapter 1, pp. 1-10, 1-17, 1-41 and 1-42.)

13. At some locations, accident rates on I-215 and the Ramona Expressway exceed statewide averages. Some of the higher than expected accident rates are due to congestion and/or unsignalized intersections. Although not a defined purpose of the project, accidents would likely be reduced with implementation of the MCP project as a result of access limitation and improved highway design. (Final EIR/EIS Chapter 1, p. 1-26.)

14. The MCP project is designed to alleviate the effects of numerous direct access points and congestion on the existing Ramona Expressway, whose design does not meet current Caltrans or Riverside County standards for major roadways. (Final EIR/EIS Chapter 1, p. 1-28 and 1-29.)

15. The MCP project would fulfill the intent of the prior RCTC and County of Riverside actions with regard to the planning of the Hemet to Corona/Lake Elsinore CETAP Corridor and is consistent with the intent of the Riverside County Circulation Element, which recognizes that the specific alignment decisions regarding the CETAP corridors may result in appropriate amendments to the General Plan. The MCP project provides a west-east transportation facility to support the planned land use envisioned in the Riverside County General Plan, and is being planned and designed in a way to further the conservation goals of the western Riverside County MSHCP. (Final EIR/EIS Chapter 1, p. 1-30.)

16. The MCP project is consistent with the goals of the Riverside County General Plan, which sets forth the need to incorporate future growth with transportation and multipurpose open space systems in areas that are well served by public facilities and services and preserve significant environmental features. The Riverside County General Plan also specifies the need to connect whole communities, which the MCP project would do by providing an improved west-east linkage between the cities of Perris and San Jacinto. (Final EIR/EIS Chapter 1, p. 1-30.)

17. The location of the MCP project through the city of Perris offers an opportunity to create a linkage between the MCP project and two major planned transit projects (the Perris Valley Line and Perris Multimodal Facility). The proposed Perris Valley Line would provide commuter rail service from the city of Perris to the city of Riverside and areas west by extending existing service (Metrolink 91 Line) that links the city of Riverside with downtown Los Angeles via Fullerton. It is anticipated that the proposed Perris Valley Line would connect with the Perris Multimodal Facility located in downtown Perris off C Street and would provide for

connecting bus (including the Riverside Transit Agency) and rail (including Metrolink) service. The Perris Multimodal Facility is in close proximity to the MCP project. The Perris Valley Line will extend approximately 24 miles south from the existing downtown Riverside station to south of Perris. Four new stations will be constructed along the Perris Valley Line, and an additional station is proposed to be constructed along the Perris Valley Line in the future. By reducing travel time and traffic congestion in the MCP study area, the MCP project would help improve accessibility to stations serving the Perris Valley Line. (Final EIR/EIS Chapter 1, p. 1-31.)

18. The MCP project will include measures to reduce greenhouse gas emissions and potential climate change impacts from the project. The measures include landscaping to reduces surface warming, and through photosynthesis, to decrease $CO_2$; incorporation of energy-efficient lighting, such as light-emitting diode (LED) traffic signals, which consume less electricity than traditional lights and will help reduce the project's $CO_2$ emissions; and compliance with regulations restricting the idling of construction vehicles to reduce harmful emissions from diesel-powered construction vehicles. (Final EIR/EIS Section 4.5, pp. 1-134 and 1-137.)

19. The Project would have beneficial effects on the ability of the Riverside County Fire Department and the Riverside County Sheriff's Department to provide services within the MCP study area. Emergency response times would be improved because the ability to move fire protection and emergency service resources from one area to another would be enhanced by the improved transportation network. The new paved surface of the MCP project may also provide an effective barrier to the spread of wildfires in currently undeveloped areas. (Final EIR/EIS Section 3.5, pp. 1-3 and 1-4.)

20. As part of the MCP project, RCTC will provide facilities for bicycles and pedestrians in locations where local streets will cross the MCP. In addition, existing and planned bike routes and trails are being considered in the design of the MCP project, and provisions are being made so that bike routes and trails can use the planned overcrossings and undercrossings to cross the MCP project where existing or planned features exist. (Final EIR/EIS Section 3.6, p. 1-50)

21. Vehicle travel times through the MCP corridor would be shortened as a result of the project. (Final EIR/EIS Section 3.6, p. 1-51.)

The foregoing benefits provided to the public through the approval and implementation of the Project outweighs the identified significant adverse environmental impact of the Project that cannot be mitigated. Further, each of the Project benefits separately and individually outweighs all of the unavoidable adverse environmental effects identified in the EIR and therefore those impacts are found to be acceptable by the RCTC.

Attachment C
June 26-27, 2019
Item 2.2c.(9)

# 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:** Mid County Parkway Project

| 2004111103 | Alex Menor | (951) 787-7970 |
|---|---|---|
| **State Clearinghouse Number** | **Lead Agency Contact Person** | **Area Code/Telephone** |

**Project Location** (include county): The project is located in western Riverside County between Interstate 215 in the west and State Route 79 in the east, Riverside County.

**Project Description:** The project will construct a 16-mile west/east transportation corridor known as the Midway Parkway between Interstate 215 and State Route 79, including full or partial access control with grade separations at local intersections, a mix-flow lane to the Van Buren Boulevard interchange, an additional mix-flow lane from Nuevo Road to the Cajalco-Ramona Expressway, a new interchange at Placentia Avenue, and modifications to the existing interchange at the Cajalco Road/Ramona Expressway.

This is to advise that the California Transportation Commission has approved the above described project on

(_ Lead Agency/ **X** Responsible Agency)

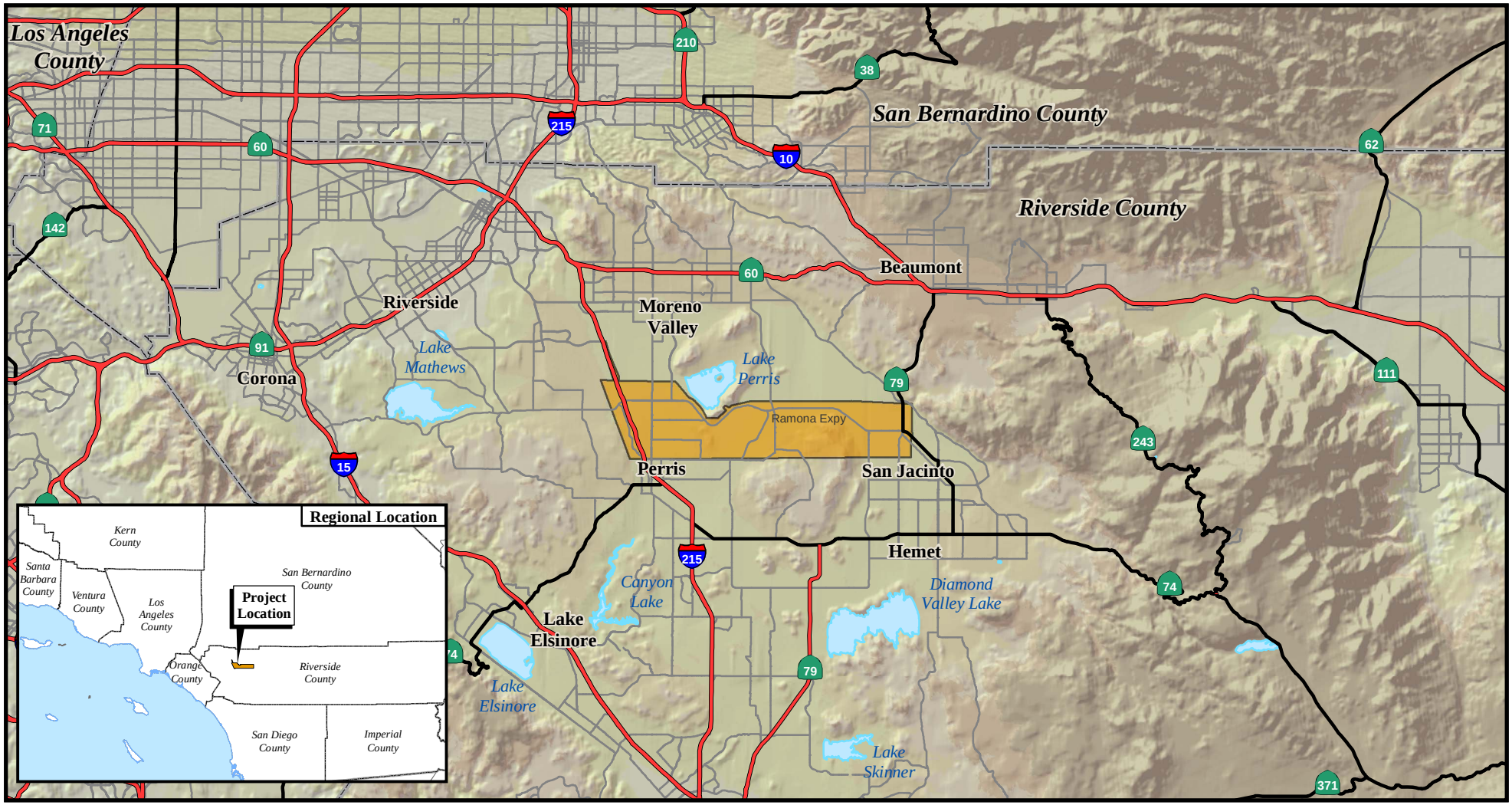
June 26-27, 2019, and has made the following determinations regarding the above described project:

1. The project (_X_will/ ____will not) have a significant effect on the environment.
2. _X_An Environmental Impact Report was prepared for this project pursuant to the provisions of CEQA.
   ___A 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 (_X_was / __was not) adopted for this project.
5. A Statement of Overriding Considerations (_X_was / _____was not) adopted for this project.
6. Findings (_X_were/ ____were not) made pursuant to the provisions of CEQA.

The above identified document with comments and responses and record of project approval is available to the General Public at: 4080 Lemon Street, 3rd Floor, Riverside, CA 92502

| SUSAN BRANSEN | | Executive Director<br>California Transportation Commission |
|---|---|---|
| *Signature (Public Agency)* | *Date* | *Title* |

Date received for filing at OPR:




LEGEND

Mid County Parkway Study Area

FIGURE 1.1.1

# Mid County Parkway Project

SOURCE: ESRI (2008); TBM (2010), Jacobs Engineering (02/2011)

0 3.75 7.5 MILES

Regional Location

08-RIV-MCP PM 0.0/16.3; 08-RIV-215 PM 28.0/34.3
EA 08-0F3200 (PN 0800000125)

I:\JCV531\GIS_Mod\EIR_EIS\DraftFigures\Regional_Location.mxd (5/9/2012)

# Memorandum

**To**: CHAIR AND COMMISSIONERS **CTC Meeting**: June 26-27, 2019

**From**: SUSAN BRANSEN, Executive Director

**Reference Number**: 2.2c.(10), Action

**Prepared By**: Jose Oseguera
Assistant Deputy Director

**Published Date**: June 14, 2019

Subject: **Approval of Project for Future Consideration of Funding – Final Environmental Impact Report for the Natural Resources Trail Safety Program Project (Resolution E-19-67)**

## Issue:

Should the California Transportation Commission (Commission), as a Responsible Agency, accept the Final Environmental Impact Report and Statement of Overriding Considerations for the Natural Resources Trail Safety Program Project (Project) in San Francisco County and approve the Project for future consideration of funding?

## Recommendation:

Commission staff recommends the Commission accept the Final Environmental Impact Report and Statement of Overriding Considerations, and approve the Project for future consideration of funding.

## Background:

The San Francisco Planning Department is the California Environmental Quality Act lead agency for the Project. The Project will construct trail improvements, including habitat restoration, removal of invasive species, tree removal, erosion control, trail closure, relocation and/or creation of dog play areas, trail hazard mitigation, and trail safety modifications throughout 18-miles worth of pathway as outlined in the Natural Resources Management Plan. The Project is located within multiple park locations throughout the City of San Francisco and trails include Interior Greenbelt, Lake Merced, Oak Woodlands in Golden Gate Park, Twin Peaks, McLauren Park, Glen Canyon Park, Bayview Park, Mount Davidson, Corona Heights, Billy Goat Hill, and Grandview in the County of San Francisco.

On December 15, 2016, the San Francisco County Recreation and Park Commission and the San Francisco County Planning Commission adopted the Final Environmental

Impact Report, including the Statement of Overriding Considerations. The Final Environmental Impact Report determined that the impacts related to cultural and biological resources, air quality, paleontological resources, and recreation would be significant and unavoidable.

The Recreation and Park Commission and the Planning Commission found that there were several benefits that outweigh the unavoidable adverse impact of the project. These overriding benefits include economic, legal, social, and technological considerations that outweigh the identified significant effects on the environment. The benefits relate to improved recreational access and trail safety as specified in the Natural Resources Management Plan, finding that the Project:

- Enhances natural open spaces covering 1,000 acres under the jurisdiction of the San Francisco Recreation and Park Department.
- Prioritizes monitoring of natural resources to support adaptive management approach to appropriately prepare and react to any foreseeable hazards and public safety.
- Improves trail infrastructure and access to natural areas to encourage city residents to utilize their park system for physical exercise and relaxation.
- Establishes guidelines for education, research, and stewardship programs to encourage city residents of all ages to connect with the natural world despite living in an urbanized setting.
- Enhances protection of beautiful natural and sustainable landscapes of San Francisco for future generations to enjoy.
- Improves monitoring and protection of endangered populations of garter snake and the threatened California red-legged frog.
- Prioritizes protection of San Francisco’s native ecosystem through maintenance of native biodiversity to ensure San Francisco is resilient and adaptable towards climate change.

On May 17, 2019, the San Francisco Planning Department 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 $285,714 and is fully funded with Active Transportation Program Funds.

Construction is estimated to begin in Fiscal Year 2019-20.

Attachments:

- Attachment A: Resolution E-19-67
- Attachment B: Statement of Overriding Considerations
- Attachment C: Notice of Determination
- Attachment D: Project Location Map

**CALIFORNIA TRANSPORTATION COMMISSION**
**Resolution for Future Consideration of Funding**

**4 – San Francisco County**
**Resolution E-19-67**

1.1 WHEREAS, the San Francisco Planning Department has completed a Final Environmental Impact Report and Statement of Overriding Considerations pursuant to the California Environmental Quality Act (CEQA) and the CEQA Guidelines for Natural Resources Trail Safety Program Project (Project) in San Francisco County; and

1.2 WHEREAS, the San Francisco Planning Department has certified that the Final Environmental Impact Report has been completed pursuant to CEQA and the CEQA Guidelines; and

1.3 WHEREAS, the Project is located within multiple park locations throughout the City of San Francisco and trails include Interior Greenbelt, Lake Merced, Oak Woodlands in Golden Gate Park, Twin Peaks, McLauren Park, Glen Canyon Park, Bayview Park, Mount Davidson, Corona Heights, Billy Goat Hill, and Grandview in the County of San Francisco; and

1.4 WHEREAS, the Project will construct trail improvements, including habitat restoration, removal of invasive species, tree removal, erosion control, trail closure, relocation and/or creation of dog play areas, trail hazard mitigation, and trail safety modifications throughout 18-miles worth of pathway as outlined in the Natural Resources Management Plan; and

1.5 WHEREAS, the California Transportation Commission, as a Responsible Agency, has considered the information contained in the Final Environmental Impact Report; and

1.6 WHEREAS, on December 15, 2016, the San Francisco County Recreation and Park Commission and the San Francisco County Planning Commission adopted the Final Environmental Impact Report; and

1.7 WHEREAS, the Recreation and Park Commission and the Planning Commission determined that impacts related to cultural and biological resources, air quality, paleontological resources, and recreation would be significant and unavoidable; and

1.8 WHEREAS, on May 17, 2019, the San Francisco Planning Department confirmed and that the preferred alternative set forth in the final environmental document is consistent with the project scope of work programmed by the Commission; and

1.9 WHEREAS, the Recreation and Park Commission and the Planning Commission adopted a Statement of Overriding Considerations for the Project finding that the Project benefits outweigh the unavoidable adverse environmental impacts; and

1.10 WHEREAS, the above-referenced significant effects are acceptable when balanced against the facts set forth in the Statement of Overriding Considerations; and

1.11 WHEREAS, the Commission, as a Responsible Agency, has considered the information contained in the Final Environmental Impact Report and the Statement of Overriding Considerations.

2.1 NOW, THEREFORE, BE IT RESOLVED that the Commission does hereby accept the Final Environmental Impact Report and Statement of Overriding Considerations for the above-referenced Project to allow for future consideration of funding.

create new trails. The Maintenance Alternative would not close or reduce dog play areas; however, no new dog play areas would be created in the Natural Areas.

Activities at Laguna Salada in the Sharp Park Natural Area would be limited to removing accumulated sediment and tules by hand or other low-impact means during the dry season. Laguna Salada would not be dredged, and during the rainy season Natural Areas Program staff would continue monitoring for the California red-legged frog, in compliance with the state and federal Endangered Species Acts. The Maintenance Alternative was identified as the environmentally superior alternative in the FEIR.

The Commission rejects the Maintenance Alternative because it would not result in restoration projects that address the issues that may adversely affect the ecosystem functions and biological diversity in the Natural Areas. The Maintenance Alternative meets some, but not all of the project objectives. Specifically, the Maintenance Alternative does not meet the objectives related to enhancement of the native ecosystem and biodiversity and restoration of the Laguna Salada wetland complex. The Maintenance Alternative would not result in restoration projects that address the issues that may adversely affect the ecosystem functions and biological diversity in the Natural Areas. Furthermore, the Maintenance Alternative would not provide additional recreation opportunities compatible with San Francisco's natural resources.

**Alternatives Considered, Rejected, and the Reasons for Rejection**

During the scoping process, public comment was received proposing a Sharp Park restoration alternative that included a model of natural flood control, outdoor recreation, environmental education, and endangered species recovery. This alternative would involve full restoration of the entire Sharp Park property, including the elimination of the golf course. This proposal was rejected as an individual alternative because it is not compatible with the 18-hole layout of the historic golf course. This alternative would, through the elimination of the Sharp Park Golf Course, result in greater significant and unavoidable impacts to cultural and recreational resources and therefore is not required to be analyzed under CEQA.

In addition, as part of the Sharp Park Conceptual Restoration Alternatives Report, the SFRPD proposed restoration alternatives that would be compatible with either a nine-hole layout at the Sharp Park Golf Course or with removal of the golf course entirely. These alternatives have been rejected because they are not compatible with the existing 18-hole layout of the historic golf course.

## VI. STATEMENT OF OVERRIDING CONSIDERATIONS

Pursuant to Public Resources Section 21081 and CEQA Guidelines Section 15093, is the Commission hereby finds, after consideration of the Final EIR and the evidence in the record, that each of the specific overriding economic, legal, social, technological and other benefits of the NRMP as set forth below independently and collectively outweighs the significant and unavoidable impacts and is an overriding consideration warranting approval of the NRMP. Any one of the reasons for approval cited below is sufficient to justify approval of the NRMP. Thus, even if a court were to conclude that not every reason is supported by substantial evidence, this determination is that each individual reason is sufficient. The substantial evidence supporting the various benefits can be found in the Final EIR and the preceding findings, which are incorporated by reference into this Section, and in the documents found in the administrative record, as described in Section I.

The Commission finds that, notwithstanding the imposition of all feasible mitigation measures, significant impacts related to Cultural and Paleontological Resources, Biological Resources, Air Quality, and Recreation will remain significant and unavoidable and in accordance with CEQA Guidelines Section 15092(b)(2)(B), such remaining impacts are acceptable due to the overriding considerations described below. In accordance with CEQA guidelines Section 15093, CEQA Section 21081(b), and Chapter 31 of the San Francisco Administrative Code, the Commission hereby finds that each of the specific economic, legal, social, technological, and other considerations, and the benefits of the Project separately and independently outweigh these significant, adverse impacts. The remaining significant adverse impacts identified are acceptable in light of each of these overriding considerations.

The Management Plan would:

- enhance over 1,000 acres of natural open spaces under the jurisdiction of San Francisco Recreation and Park Department through recommended management actions specific to each of the 32 Natural Areas;
- identify and prioritize monitoring of natural resources to support an adaptive management approach to appropriately prepare and react to any foreseeable hazards to public safety;
- provide guidelines for education, research, and stewardship programs to promote city residents of all ages to connect to the natural world despite living in an urbanized city;
- promote the functioning of San Francisco's native ecosystem through maintenance and enhancement of native biodiversity to ensure San Francisco is resilient and adaptable towards climate change;
- improve trail infrastructure and access to Natural Areas to encourage City residents to utilize their parks system for physical exercise and relaxation;
- ensure the sustained and increased populations of the endangered San Francisco garter snake and the threatened California red-legged frog, both protected under the Endangered Species Act, through the Laguna Salada restoration at Sharp Park;
- protect and enhance beautiful natural and sustainable landscapes of San Francisco for future generations to enjoy.

Having considered the information included above as well as information in these Findings and elsewhere in the administrative record, the Commission finds, determines, and concludes that the project benefits of the Management Plan Project outweigh the unavoidable adverse environmental effects, and that the adverse environmental effects are therefore acceptable.

**Attachment 2:** Mitigation Monitoring and Reporting Program

# 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:** Natural Resources Trail Safety Program Project

| 2009042102 | Melinda Hue | (415) 575-9041 |
|---|---|---|
| **State Clearinghouse Number** | **Lead Agency Contact Person** | **Area Code/Telephone** |

**Project Location** (include county): The project is located within multiple park locations throughout the City of San Francisco and trails include Interior Greenbelt, Lake Merced, Oak Woodlands in Golden Gate Park, Twin Peaks, McLauren Park, Glen Canyon Park, Bayview Park, Mount Davidson, Corona Heights, Billy Goat Hill, and Grandview in the County of San Francisco.

**Project Description:** The project will construct trail improvements, including habitat restoration, removal of invasive species, tree removal, erosion control, trail closure, relocation and/or creation of dog play areas, trail hazard mitigation, and trail safety modifications throughout 18-miles worth of pathway as outlined in the Natural Resources Management Plan.

This is to advise that the California Transportation Commission has approved the above described project on

(_ Lead Agency/ **X** Responsible Agency)

June 26-27, 2019, and has made the following determinations regarding the above described project:

1. The project (_X_will/ ___will not) have a significant effect on the environment.
2. _X_An Environmental Impact Report was prepared for this project pursuant to the provisions of CEQA.
   ___A 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 (_X_was / __was not) adopted for this project.
5. A Statement of Overriding Considerations (_X_was / _____was not) adopted for this project.
6. Findings (_X_were/ ____were not) made pursuant to the provisions of CEQA.

The above identified document with comments and responses and record of project approval is available to the General Public at: 1650 Mission Street, Suite 400, San Francisco, CA 94103

| SUSAN BRANSEN | | Executive Director<br>California Transportation Commission |
|---|---|---|
| *Signature (Public Agency)* | *Date* | *Title* |

Date received for filing at OPR:

# Significant Natural Resource Areas: Natural Resources Trail Safety Program

Attachment D



Twin Peaks



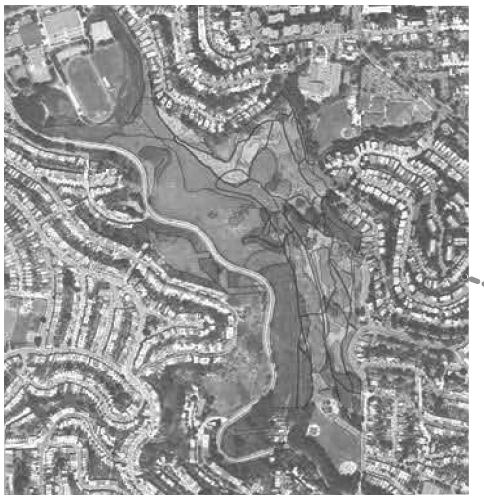
Interior Greenbelt



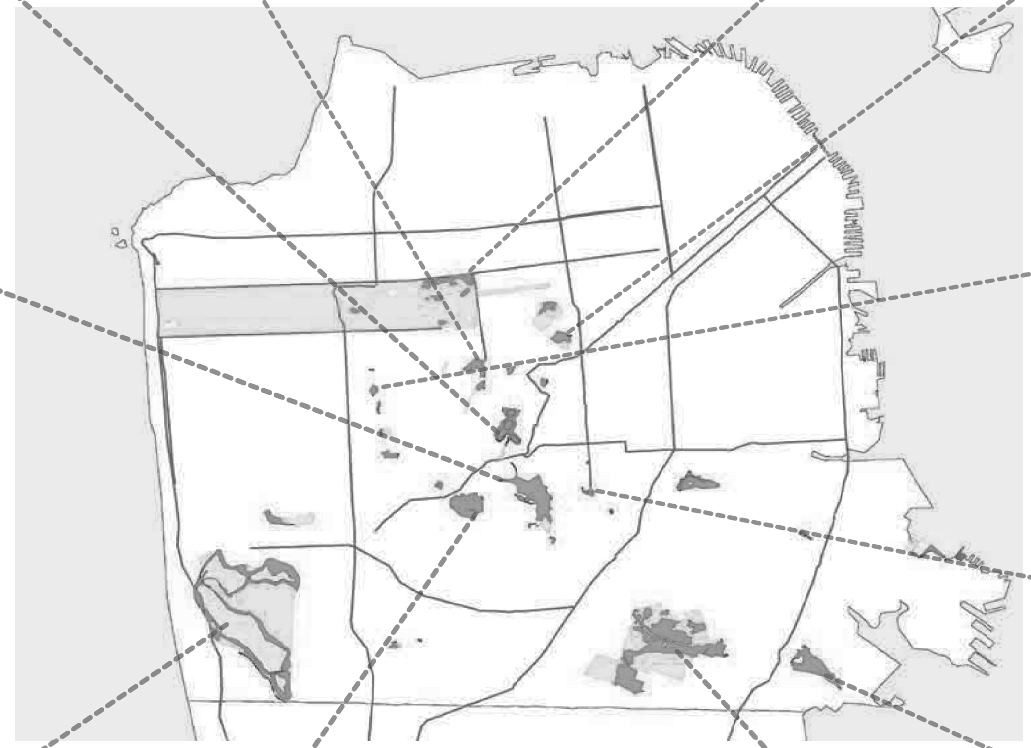
Oak Woodlands in Golden Gate Park



Corona Heights



Glen Canyon





Grandview Park



Billy Goat and Walter Haas



Lake Merced



Mount Davidson



McLaren



Bayview

# Memorandum

**To**: CHAIR AND COMMISSIONERS **CTC Meeting**: June 26-27, 2019

**From**: SUSAN BRANSEN, Executive Director

**Reference Number**: 2.2c.(11), Action

**Prepared By**: Jose Oseguera
Assistant Deputy Director

**Published Date**: June 14, 2019

Subject: **Approval of Project for Future Consideration of Funding – Final Environmental Impact Report for the Pier G/J Double Track Project (Resolution E-19-68)**

## Issue:

Should the California Transportation Commission (Commission), as a Responsible Agency, accept the Final Environmental Impact Report and Statement of Overriding Considerations for the Pier G/J Double Track Project (Project) in Los Angeles County and approve the Project for future consideration of funding?

## Recommendation:

Commission staff recommends the Commission accept the Final Environmental Impact Report and Statement of Overriding Considerations, and approve the Project for future consideration of funding.

## Background:

The Port of Long Beach is the California Environmental Quality Act lead agency for the Project. The Project will construct double track access from Pier G to Pier J for improving cargo-handling functions.

On September 11, 2000, the Long Beach Board of Harbor Commissioners adopted the Final Environmental Impact Report, including the Statement of Overriding Considerations. The Final Environmental Impact Report determined that the impacts related to air quality would be significant and unavoidable.

The Long Beach Board of Harbor Commissioners found that there were several benefits that outweigh the unavoidable adverse impacts of the project. These overriding benefits include economic, legal, social, and technological considerations that outweigh the identified significant effects on the environment. The benefits relate to improved pier dock rail operations. Specifically, the Project:

- Allows for the expansion and modernization of the container terminal on existing port-owned land to maximize cargo-handling.
- Fulfills one of the goals of the 1997 regional Air Quality Management Plan to divert truck transport of cargo to rail transport.
- Reduces container transportation costs for containers transported on unit trains.
- Modernizes port terminal facilities and makes more efficient the movement of overland point containers.
- Maximizes the long-term return on investment on port infrastructure.
- Optimizes the redevelopment of suitable land by avoiding the creation of new landfill requests.

On May 30, 2019, the Port of Long Beach confirmed that the Final Environmental Impact Report remains valid and that there are no new identified impacts requiring mitigation. The Port of Long Beach 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 $25,000,000 and is fully funded with Trade Corridor Enhancement Program Funds ($14,000,000) and Local Funds ($11,000,000).

Construction is estimated to begin in Fiscal Year 2020-21.

Attachments:

- Attachment A: Resolution E-19-68
- Attachment B: Statement of Overriding Considerations
- Attachment C: Notice of Determination
- Attachment D: Project Location Map

**CALIFORNIA TRANSPORTATION COMMISSION**
**Resolution for Future Consideration of Funding**

**7 – Los Angeles County**
**Resolution E-19-68**

1.1 WHEREAS, the Port of Long Beach has completed a Final Environmental Impact Report and Statement of Overriding Considerations pursuant to the California Environmental Quality Act (CEQA) and the CEQA Guidelines for Pier G/J Double Track Project (Project) in Los Angeles County; and

1.2 WHEREAS, the Port of Long Beach has certified that the Final Environmental Impact Report has been completed pursuant to CEQA and the CEQA Guidelines; and

1.3 WHEREAS, the Project is located within the Port of Long Beach right-of-way, between Pier G and Pier J in Los Angeles County; and

1.4 WHEREAS, the Project will construct double track access from Pier G to Pier J for improving cargo-handling functions; and

1.5 WHEREAS, the California Transportation Commission, as a Responsible Agency, has considered the information contained in the Final Environmental Impact Report; and

1.6 WHEREAS, on September 11, 2000, the Long Beach Board of Harbor Commissioners adopted the Final Environmental Impact Report; and

1.7 WHEREAS, the Long Beach Board of Harbor Commissioners determined that impacts related to air quality would be significant and unavoidable; and

1.8 WHEREAS, on May 30, 2019, the Port of Long Beach confirmed that the Final Environmental Impact Report remains valid and that there are no new identified impacts requiring mitigation since adoption; and

1.9 WHEREAS, on May 30, 2019, the Port of Long Beach 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; and

1.10 WHEREAS, the Long Beach Board of Harbor Commissioners adopted a Statement of Overriding Considerations for the Project finding that the Project benefits outweigh the unavoidable adverse environmental impacts; and

1.11 WHEREAS, the above-referenced significant effects are acceptable when balanced against the facts set forth in the Statement of Overriding Considerations; and

1.12 WHEREAS, the Commission, as a Responsible Agency, has considered the information contained in the Final Environmental Impact Report and the Statement of Overriding Considerations.

2.1 NOW, THEREFORE, BE IT RESOLVED that the Commission does hereby accept the Final Environmental Impact Report and Statement of Overriding Considerations for the above-referenced Project to allow for future consideration of funding.

significant, potentially significant or cumulatively considerable adverse environmental impacts identified in subsection 4.2 above.

Sec. 5. Findings - Significant Benefits. The Board finds that there are certain potentially significant benefits which will result from the development and operation of the Project, including the following:

5.1 The Project will allow the expansion and modernization of a container terminal on existing Port-owned land, thereby meeting in part the projected need for future cargo-handling facilities.

5.2 The Project partially implements one of the goals of the 1997 regional Air Quality Management Plan to divert truck transport of cargo to rail transport.

5.3 The Project will reduce container transportation costs for containers transported on unit trains.

5.4 The Project modernizes Port terminal facilities and makes more efficient the movement of overland common point containers, thereby having a positive effect on the local and national economies.

5.5 The Project maximizes the long-term return on investment relative to the other alternatives.

5.6 The Project maximizes the redevelopment of suitable existing land, thereby avoiding the creation of new landfill to the maximum extent feasible.

Sec. 6. Determination of Overriding Considerations. The Board has balanced the benefits of the Project against its unavoidable environmental risks, and hereby determines that the significant economic, environmental and land-use benefits of the Project as set forth in Section 5 above outweigh and override those adverse environmental impacts identified in Section 4 above which are not mitigated to a level of insignificance and that the unmitigated impacts therefore are acceptable.

Sec. 7. Conclusion. Based on its review and consideration of the

Robert E. Shannon
City Attorney of Long Beach
333 West Ocean Boulevard
Long Beach, California 90802-4664
Telephone (562) 570-2200

FEIR/ASR, all written communications and oral testimony regarding the Project which have been submitted to and received by the Board, the findings and determinations set forth above and determination of the overriding considerations set forth Section 6, the Board:

7.1 Certifies that the FEIR for the Project has been completed in compliance with the CEQA and the State and local guidelines promulgated pursuant thereto.

7.2 Certifies that the FEIR was presented to the Board and that the Board reviewed and considered the information contained in it prior to approving the Project.

7.3 Certifies that the FEIR reflects the lead agency's independent judgment and analysis.

7.4 Finds that there are certain unavoidable significant or potentially significant adverse environmental impacts which will result from the development and operation of the Project.

7.5 Finds that there are certain significant benefits which will result from the development and operation of the Project.

7.6 Declares that the benefits of the Project override the potentially significant adverse environmental impacts.

Sec. 8. Project Approval. Based on the conclusion set forth in Section 7, the Project and Harbor Development Permit No. 00-007 are hereby approved.

Sec. 9. Mitigation Plan Approval. The mitigation measures set forth in the Piers G and J Terminal Redevelopment Project Mitigation Monitoring and Reporting Program are hereby adopted and approved as part of the Project.

Sec. 10. Location and Custodian of Record Proceedings. The Director of Planning of the Long Beach Harbor Department, whose office is located at 925 Harbor Plaza, Long Beach, California 90802, is hereby designated as the custodian of the documents and other materials which constitute the record of proceedings upon which

Robert E. Shannon
City Attorney of Long Beach
333 West Ocean Boulevard
Long Beach, California 90802-4664
Telephone (562) 570-2200

the Board's decision is based, which documents and materials shall be available for public inspection and copying in accordance with the provisions of the California Public Records Act (Cal. Government Code Sec. 6250 et seq.).

Sec. 11. Notice of Determination. The Director of Planning shall file a notice of determination with the County Clerk of the County of Los Angeles and with the state Office of Planning and Research.

Sec. 12. Certification, Posting and Filing. The Secretary of the Board shall certify to the passage of this resolution by the Board of Harbor Commissioners of the City of Long Beach, shall cause the same to be posted in three (3) conspicuous places in the City of Long Beach, and shall cause a certified copy of this resolution to be filed forthwith with the City Clerk of the City of Long Beach and it shall thereupon take effect.

I hereby certify that the foregoing resolution was adopted by the Board of Harbor Commissioners of the City of Long Beach at its meeting of September 11, 2000 by the following vote:

Ayes: Commissioners Hearrean, Perez, Kashiwabara

Noes: Commissioners None

Absent: Commissioners Calhoun, Hancock

Not Voting: Commissioners None

Acting Secretary

DTH:dmp
9/6/00
P-8\PIERS.RES\00-04009

Robert E. Shannon
City Attorney of Long Beach
333 West Ocean Boulevard
Long Beach, California 90802-4664
Telephone (562) 570-2200

Attachment C
June 26-27, 2019
Item 2.2c.(11)

# 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:** Pier G/J Double Track Project

| 2000-021021 | Matthew Arms | (562) 283-7100 |
|---|---|---|
| **State Clearinghouse Number** | **Lead Agency Contact Person** | **Area Code/Telephone** |

**Project Location** (include county): The project is located within the Port of Long Beach right-of-way, between Pier G and Pier J in Los Angeles County.

**Project Description:** The project will construct double track access from Pier G to Pier J for improving cargo-handling functions.

This is to advise that the California Transportation Commission has approved the above described project on

(_ Lead Agency/ **X** Responsible Agency)

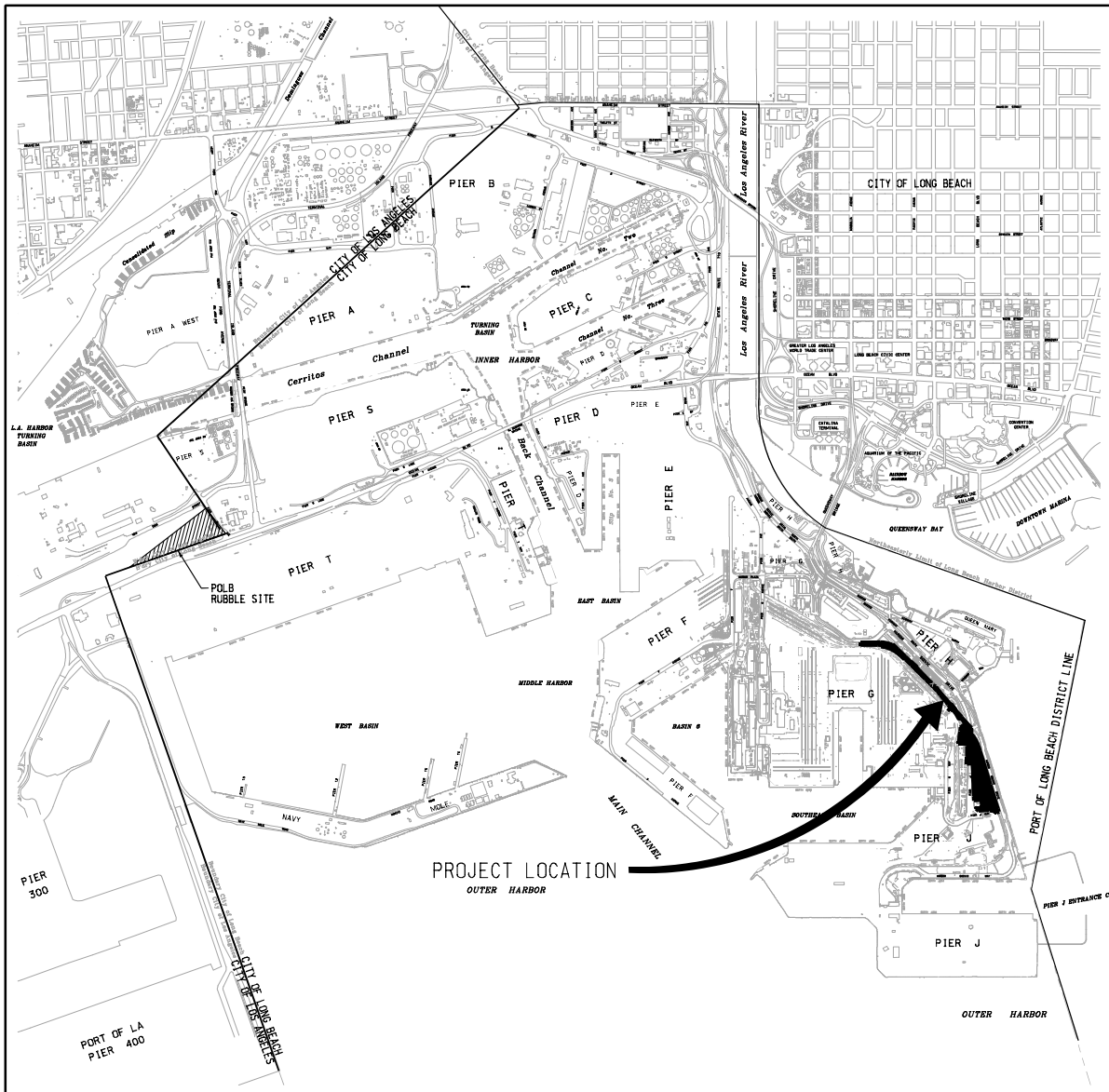
June 26-27, 2019, and has made the following determinations regarding the above described project:

1. The project (_X_will/ ____will not) have a significant effect on the environment.
2. _X_An Environmental Impact Report was prepared for this project pursuant to the provisions of CEQA.
   ___A 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 (_X_was / _was not) adopted for this project.
5. A Statement of Overriding Considerations (_X_was / _____was not) adopted for this project.
6. Findings (_X_were/ ____were not) made pursuant to the provisions of CEQA.

The above identified document with comments and responses and record of project approval is available to the General Public at: 4801 Airport Plaza Drive, Long Beach, CA 90815

| SUSAN BRANSEN | | Executive Director<br>California Transportation Commission |
|---|---|---|
| *Signature (Public Agency)* | *Date* | *Title* |

Date received for filing at OPR:




## PROJECT DATUM

HORIZONTAL DATUM:
THE HORIZONTAL DATA SHOWN IS BASED ON NORTH AMERICAN DATUM OF 1983 (NAD'83), 2007 EPOCH CALIFORNIA COORDINATE SYSTEM OF 1983 (CCS'83), ZONE 5 IN U.S. SURVEY FEET.
REFERENCE LBHD MAP NO. HD-10-1974
GPS PTS 5150,5163,6018,6044

VERTICAL DATUM:
THE VERTICAL DATUM SHOWN IS BASED ON POLB NOV'99 ADJUSTMENT NATIONAL GEODETIC VERTICAL DATUM OF 1929 (NGVD'29) (1924-1932 EPOCH) MLLW IN FEET.
PROJECT BENCHMARK: BM 1976 ELEV=15.65 FT.

0 1200' 2400'
SCALE:1"=1200'

N W E S

AECOM
999 TOWN AND COUNTRY ROAD
ORANGE, CALIFORNIA 92868

| MARK | DATE | BY | REVISION DESCRIPTION |
|---|---|---|---|

PROFESSIONAL ENGINEER * DAVID VIGIL * NO. 58913 * REGISTERED CIVIL * STATE OF CALIFORNIA

JOHN Y. CHUN, C.E. NO. C-58967
DIRECTOR OF ENGINEERING/CHIEF ENGINEER
DATE

Port of LONG BEACH
The Green Port

| | |
|---|---|
| SPEC. NO: HD-S2559 | CONSTRUCTION REV: |
| CADD STD. VER: 1.5 | CHECKED BY: VP |
| DWG. SCALE: 1"=1200' | DRAWN BY: RW |
| EPOCH: 2007 | DESIGNED BY: DV |
| PROJECT MGR.: DV | DESIGN MGR.: DV |
| HORIZONTAL CONTROL: NAD83 ZONE 5 | VERTICAL CONTROL: NGVD 29 MLLW |
| DATE: | |
| DATE: 06/04/2018 | |
| DATE: 06/04/2018 | |
| POLB DM: RKR | |
| POLB PM: SZ | |

DOUBLE TRACK ACCESS FROM PIER G TO PIER J
TITLE SHEET

10-02277-GN001
SHEET 1 OF 151

FINAL SUBMITTAL

11-JUN-2018 18:55

pw://VANVAOIPWINTOI.parsons.com:California State/Documents/Port of Long Beach Pier G South Rail Yard/CADD/Sheets/Mainline Double Track Sheets/02277-0-GN-TT-S001.dgn
VERSION

State of California
**DEPARTMENT OF TRANSPORTATION**

California State Transportation Agency

# MEMORANDUM

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

**CTC Meeting**: June 26-27, 2019

**From**: STEVEN KECK, Chief Financial Officer

**Reference Number**: 2.2c.(12), Action Item

**Prepared By**: Philip J. Stolarski, Chief
Division of Environmental Analysis

**Subject**: **APPROVAL OF PROJECTS FOR FUTURE CONSIDERATION OF FUNDING**

**RESOLUTION: E-19-69**

## ISSUE:

Should the California Transportation Commission (Commission), as a responsible agency, approve the attached Resolution E-19-69?

## RECOMMENDATION:

The California Department of Transportation (Department) recommends that the Commission, as a responsible agency, approve the attached Resolution E-19-69.

## BACKGROUND:

### 03-Yub-70, PM 16.2/25.8

### Resolution E-19-69

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 70 (SR 70) in Yuba County. Construct roadway and safety improvements on a portion of SR 70 in Yuba County. (PPNO 9819)

This project is located on SR 70 from Laurellen Road to Honcut Creek Bridge, near Marysville in Yuba County. The project proposes to modify the existing lanes, widen shoulders, and

improve the clear recovery zone. The project also proposes to construct left turn lanes and bring SR 70 up to current design standards. This project proposes to address the operational and safety issues by reducing injury type collisions and traffic fatalities including cross-centerline collisions/fatalities. The project is fully funded and currently programmed in the 2018 State Highway Operation Protection Program (SHOPP) for an estimated total of $104.6 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 FEIR has been provided to Commission staff. Resources that may be impacted by the project include visual/aesthetics, community impacts, farmlands, emergency services, traffic and transportation, hazardous material, and biological resources.

Potential impacts associated with the project can all be mitigated to below significance. As a result, an FEIR was prepared for the project.

Attachments

**CALIFORNIA TRANSPORTATION COMMISSION**

**Resolution for Future Consideration of Funding**
**03-Yub-70, PM 16.2/25.8**
**Resolution E-19-69**

**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 70 (SR 70) in Yuba County. Construct roadway and safety improvements on a portion of SR 70 in Yuba County. (PPNO 9819)

**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 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.

INDEX OF PLANS

STATE OF CALIFORNIA

# DEPARTMENT OF TRANSPORTATION

## PROJECT PLANS FOR CONSTRUCTION ON

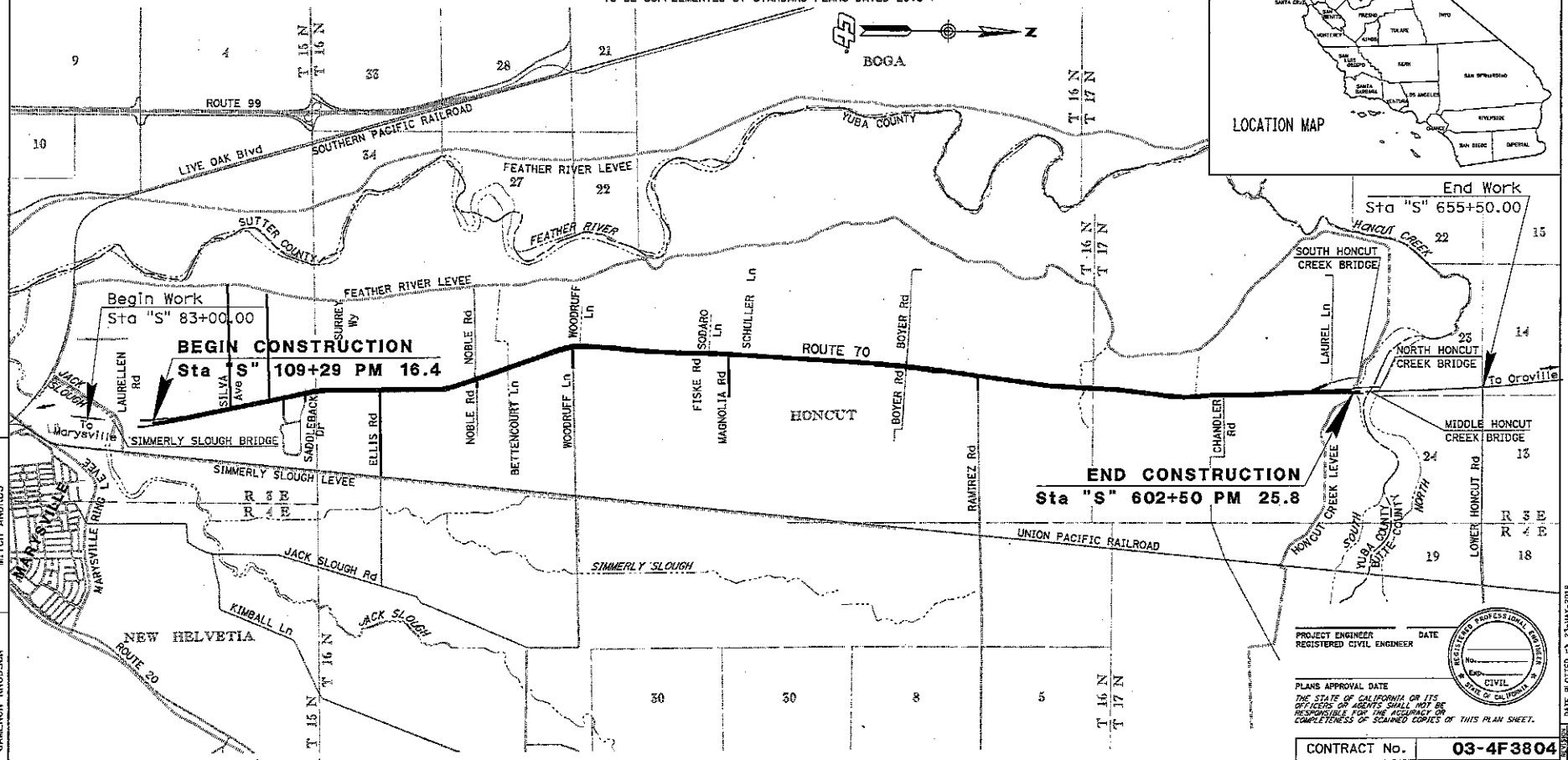
# STATE HIGHWAY

## IN YUBA COUNTY
## NEAR MARYSVILLE FROM 0.2 MILE NORTH OF LAURELLEN ROAD TO SOUTH HONCUT CREEK BRIDGE

TO BE SUPPLEMENTED BY STANDARD PLANS DATED 2015

| Dist | COUNTY | ROUTE | POST MILES TOTAL PROJECT | SHEET No. | TOTAL SHEETS |
|---|---|---|---|---|---|
| 03 | Yub | 70 | 16.4/25.8 | | |




NO SCALE

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

PROJECT ENGINEER
REGISTERED CIVIL ENGINEER — DATE

PLANS APPROVAL DATE

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

| | |
|---|---|
| CONTRACT No. | 03-4F3804 |
| PROJECT ID | 0314000153 |

DESIGN MANAGER: CAMERON KNUDSON
PROJECT MANAGER: MITCH ANDRUS

DATE PLOTTED => 23-MAY-2016
TIME PLOTTED => 12:09

BORDER LAST REVISED 8/1/2016 | CALTRANS WEB SITE IS: HTTP://WWW.DOT.CA.GOV/ | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | USERNAME => s112808 DGN FILE => 4F380_Title Sheet.dgn | UNIT 0322 | PROJECT NUMBER & PHASE 0314000153

02-07-18

# 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:** Yuba-70 Safety Project

| 2018062043 | Kelly McNally | (530) 741-4324 |
|---|---|---|
| **State Clearinghouse Number** | **Lead Agency Contact Person** | **Area Code/Telephone** |

**Project Location** (include county): State Route 70 (SR 70) in Yuba County.

**Project Description:** Construct roadway and safety improvements on a portion of SR 70 in Yuba County.

This is to advise that the California Transportation Commission has approved the above described project on

(_ Lead Agency/ **X** Responsible Agency)

June 26-27, 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. _X__An Environmental Impact Report was prepared for this project pursuant to the provisions of CEQA.
   ___A Negative Declaration was prepared for this project pursuant to the provisions of CEQA.
3. Mitigation measures (_X_were/__were not) made a condition of the approval of the project.
4. 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 (___were/ __X__were not) made pursuant to the provisions of CEQA.

The above identified document with comments and responses and record of project approval is available to the General Public at: Caltrans Dist. 3, 703 B St., Marysville, CA 95901

| SUSAN BRANSEN | | Executive Director<br>California Transportation Commission |
|---|---|---|
| *Signature (Public Agency)* | *Date* | *Title* |

Date received for filing at OPR:

State of California
**DEPARTMENT OF TRANSPORTATION**

California State Transportation Agency

# MEMORANDUM

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

**CTC Meeting**: June 26-27, 2019

**From**: STEVEN KECK, Chief Financial

Officer **Reference Number**: 2.4d.(2), Action

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

**Subject**: **CONVEYANCE OF EXCESS STATE-OWNED REAL PROPERTY—ROBERTI REGULATIONS**

## ISSUE:

Should the California Transportation Commission (Commission) approve execution of one Director's Deed located in the Los Angeles County under the Roberti Act and Affordable Sales Program?

## RECOMMENDATION:

The California Department of Transportation (Department) recommends the Commission authorize execution of one Director's Deed located in the Los Angeles County under the Roberti Act and Affordable Sales Program and summarized in the following pages.

The conveyance of excess State owned real property, including exchanges, is pursuant to Streets and Highways Code Sections 118 through 118.6, Government Code Sections 54235 through 54238.9 (Roberti Act), and Chapter 9.5 (Affordable Sales Program) in Division 2 of Title 21 of the California Code of Regulations, which sets forth the priorities and procedures for state-owned surplus residential properties located within State Route 710 (SR 710) corridor in the County of Los Angeles. The Roberti Act and Affordable Sales Program requires that these properties be sold in a manner that will preserve, upgrade and expand the supply of housing available to affected persons and families of low or moderate income.

The Director's Deed included in this item involves an estimated fair market value of $975,000. Consistent with the Roberti Act and Affordable Sales Program regulations, the property is being offered at a reasonable price as-is and without warranty to a housing related entity. The State will receive a return of $305,813 from the sale of this property, which will be transferred to two State accounts:

1) The "SR-710 Rehabilitation Account" for the purpose of providing repairs required by lenders, and

2) The State Highway Account to be used for allocation by the Commission exclusively to fund projects located in Pasadena, South Pasadena, Alhambra, La Cañada Flintridge, and the 90032 postal ZIP Code.

Furthermore, properties sold at less than fair market value are subject to use and resale restrictions including limitations on the property's equity and appreciation. A recapitulation of the items presented and the corresponding map is attached.

**DIRECTOR'S DEED:**

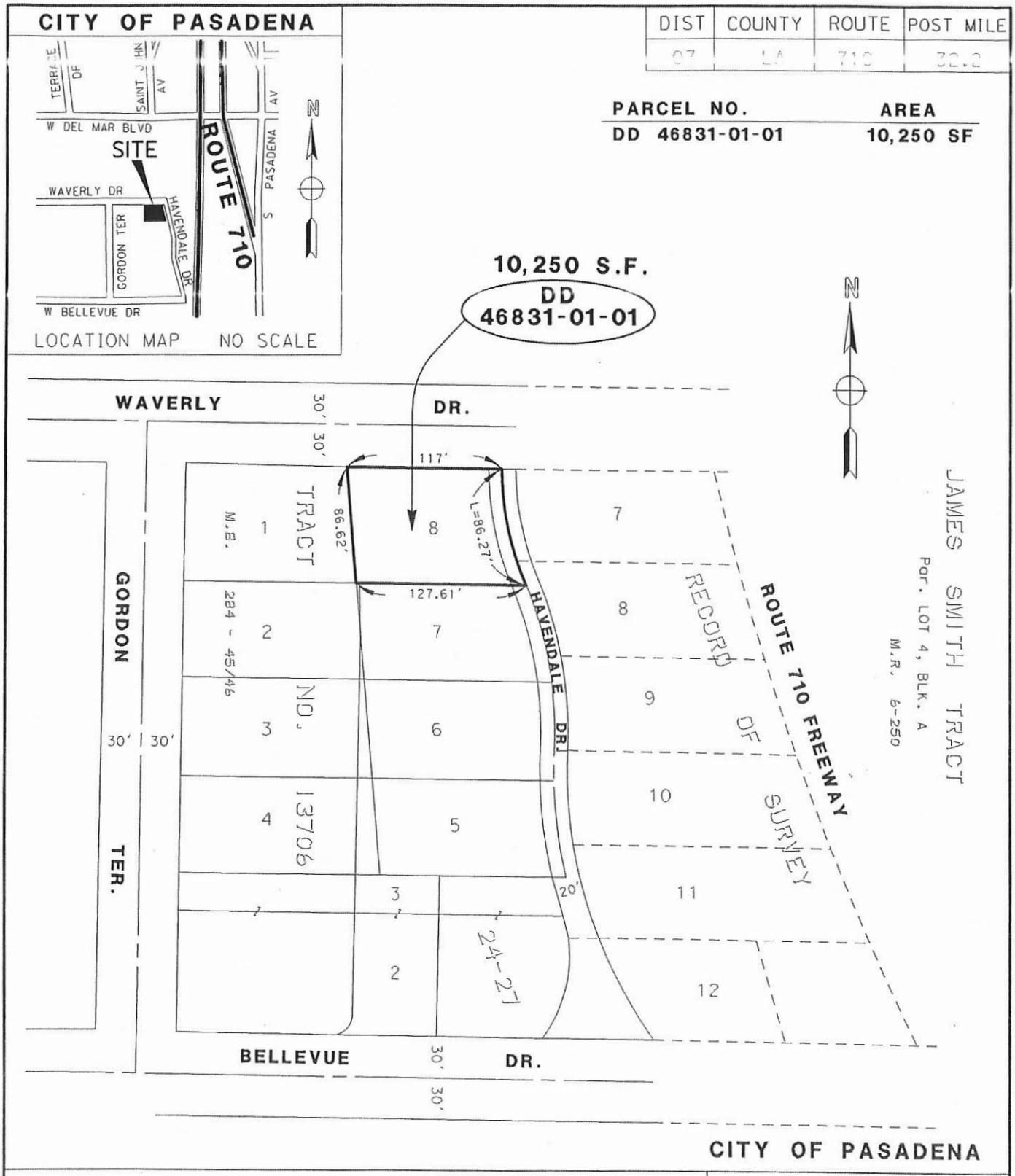
**01**-07-LA-710 PM 32.2
Disposal Unit # DD 46831-01-01
Convey to: City of Pasadena
Reasonable Sales Price: $305,813.00
Current Fair Market Value Appraisal: $975,000

City of Pasadena
10,250 Square Foot (s.f.) Lot
1,670 s.f. Single Family Residence

Direct sale. Property is vacant and therefore has been offered to Housing Related Entities (HRE). The sales price represents a reasonable price, as determined by the HRE, that is best suited to the economically feasible use of the property as decent, safe, and sanitary housing at affordable rents and affordable prices pursuant to the Roberti Act and the Affordable Sales Program regulations. The entity's reasonable price exceeds the Department's minimum sales price established for the property, which is the original acquisition price adjusted for inflation.

Attachments:

Exhibit 1A - Parcel map




STATE OF CALIFORNIA-DEPARTMENT OF TRANSPORTATION-DISTRICT 07

PLAT ACCOMPANYING

# DIRECTOR'S DEED DD 46831-01-01

REF. MAP: R/W MAP NO. F-1214-14

268 WAVERLY DRIVE
PASADENA, CA 91105

ASSESSOR IDENTIFICATION NO.
5713-032-906
5713-032-907

SCALE: NOT TO SCALE
DRWN: ST CHKD: FC
DATE: 12-9-2015

State of California
**DEPARTMENT OF TRANSPORTATION**

California State Transportation Agency

# MEMORANDUM

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

**CTC Meeting**: June 26-27, 2019

**From**: STEVEN KECK, Chief Financial Officer

**Reference Number**: 4.25, Action Item

**Prepared By**: Ronald E. Sheppard, Chief (Acting)
Division of Rail and Mass Transportation

**Subject**: **NORTH COAST RAILROAD AUTHORITY, ANNIE & MARY RAIL TRAIL LEASE AGREEMENT**
**RESOLUTION G-19-23**

## ISSUE:

Should the California Transportation Commission (Commission) approve the North Coast Railroad Authority's (NCRA) request to sign a twenty-five (25) year, non-exclusive lease to use the railroad right-of-way to construct and maintain a multi-modal public path in the city of Blue Lake?

## RECOMMENDATION:

The California Department of Transportation recommends the Commission adopt Resolution G-19-23 approving NCRA's twenty-five (25) year, non-exclusive lease to use the railroad right-of-way to construct and maintain a multi-modal public path in the city of Blue Lake.

## BACKGROUND:

NCRA is a statutorily created public entity established by the California State Legislature in 1989 by Senate Bill 1663, the North Coast Railroad Authority Act. The intent of the Legislature was to maintain rail service in Humboldt and Mendocino Counties and to expand rail service, if feasible, into Del Norte, Sonoma, and Marin Counties. NCRA currently has jurisdiction over 316 miles of rail from the national rail interchange in Lombard, Napa County to Samoa/Arcata in Humboldt County, with joint control (shared with Sonoma-Marin Area Rail Transit [SMART]) over the line between Lombard and Healdsburg. The entire line was shut down by the Federal Railroad Administration (FRA) in November 1998 with Emergency Order 21 due to deferred maintenance and management problems. While the section from Lombard to Windsor was

reopened for freight operations in 2011, the line from Windsor to Blue Lake remains out of service.

In 2018, Senator McGuire sponsored Senate Bill 1029 (Chapter 934, Statutes of 2018), The North Coast Railroad Authority Closure and Transition to Trails Act. Among other provisions, it revised Government Code Section 93020 to require the California Transportation Commission (Commission) to approve without exception, any sale, easement, or lease entered into by the NCRA after August 1, 2018.

NCRA is the property and/or easement holder of the Arcata and Mad River Railroad railway right-of-way corridor ("A&M Rail Corridor") located in Humboldt County. The A&M Rail Corridor is a branch line of the mainline Northwestern Pacific Railroad railway right-of-way corridor ("NWP Rail Corridor") starting at the junction located at Korblex, NWP post mile 295.57 (the north side of West End Road past Blue Lake). NCRA adopted Resolution 2008-11 recognizing the A&M Rail Corridor as being appropriate for multi-modal transportation use. The City seeks to develop a non-motorized path within the A&M Rail Corridor located in the city of Blue Lake jurisdictional area consistent with Senate Bill 1029. NCRA desires to issue a lease to the City to use the A&M Rail Corridor for the Annie & Mary Trail Phase 1 Project, and the City desires to accept such lease, on the terms and conditions set forth in the Lease Agreement. (attached)

The project has been awarded an Active Transportation Program grant to complete Phase I.

The project does not have any additional fiscal impact to the State or NCRA.

Attachments:

1. Lease Agreement
2. Letter, CTC Executive Director Bransen

# LEASE AGREEMENT

THIS LEASE AGREEMENT ("Agreement") is made as of this ____day of _____, 2019, by and between the North Coast Railroad Authority, a public agency formed pursuant to Government Code Section 93000 et seq. ("NCRA") and the City of Blue Lake, a municipal public entity ("City").

**RECITALS**

A. NCRA is the property owner or easement holder of the Arcata and Mad River Railroad railway right-of-way corridor ("A&M Rail Corridor") located in Humboldt County. The A&M Rail Corridor is a branch line of the mainline Northwestern Pacific Railroad railway right-of-way corridor ("NWP Rail Corridor") starting at the junction located at Korblex, NWP post mile 295.57 (the north side of West End Road).

B. NCRA adopted Resolution 2008-11 recognizing the A&M Rail Corridor as being appropriate for multi-modal transportation use.

C. NCRA adopted a Policy and Procedures Manual for the design, construction, safety, operations, and maintenance of shared use public trails located within the NWP Rail Corridor ("Rails-with-Trails"). This Rails-with-Trails Policy and Procedures Manual is not applicable for the A&M Rail Corridor.

D. The City seeks to develop a non-motorized path within the A&M Rail Corridor located in the city of Blue Lake jurisdictional area consistent with Senate Bill No. 1029 (2018).

E. The California Transportation Commission awarded funds to the City in the 2017 Active Transportation Program to implement the Annie & Mary Trail Phase 1 Project within the A&M Rail Corridor.

F. NCRA desires to issue a lease to the City to use the A&M Rail Corridor for the Annie & Mary Trail Phase 1 Project, and the City desires to accept such lease, on the terms and conditions set forth in this Lease Agreement.

G. The parties hereto acknowledge that pursuant to Senate Bill No. 1029, NCRA may be dissolved during the term of this Agreement. It is the intent of the parties that should such dissolution occur, the rights and obligations of NCRA hereunder may be assigned to a successor in interest.

**NOW THEREFORE**, in consideration of the mutual covenants, conditions and agreements recited herein and made a material part hereof, the NCRA and City agree as follows:

1. Definitions.

   (a) "Commencement Date" is defined in Section 4.
   (b) "Construction Plans" is defined in Section 7.
   (c) "A&M Rail Corridor" is defined in Recital A.
   (d) "NWP Rail Corridor" is defined in Recital A.
   (e) "Rails-with-Trails" is defined in Recital B.
   (f) "Rails with Trails Policy and Procedures Manual" is that specific document adopted by the NCRA on May 13, 2009, amended August 12, 2009, and includes all future amendments thereto.

(g) "Lease Property" is defined in Section 2.

2. Description of Lease Property. The property subject to this Agreement (the "Lease Property") is defined as that specific section of the A&M Rail Corridor, beginning in the west at or near Chartin Road and terminating in the east at or near H Street specifically excluding therefrom any and all City roads and other City rights-of-way. The location of the Lease Property is depicted in Exhibit A hereto and incorporated herein by this reference.

3. Use. NCRA hereby grants to the City a non-exclusive lease to access and use the Lease Property to construct, install, maintain, reconstruct, remove, repair and manage a multi-modal public path, for shared use by, including but not limited to, bicyclists, pedestrians, wheelchairs, joggers, and other non-motorized uses. Motorized vehicles shall be permitted access and use as needed by the City, its agents and contractors, for construction and maintenance purposes, and by emergency response personnel. City's use under this Agreement shall be subject and subordinate to any agreements entered into by NCRA, and its successors or assigns, for the purposes of preserving the NWP Rail Corridor; provided that any such agreements shall not unreasonably interfere with the City's rights under this Lease and the rights of the public to use the trail established hereunder.

4. Term. The term of this Agreement shall be twenty-five (25) years (the "Term") commencing on (the "Commencement Date"), and, unless sooner terminated or extended as herein provided, shall terminate on _____. During the Term and any extensions of the Term, the lease granted hereunder shall be irrevocable except as expressly provided in Section 13, below.

   (a) Extension of term. Upon the election of both parties, evidenced by written notice provided by each party hereto of its election to extend no later than ninety (90) days prior to the completion of the existing term, this Agreement may be extended upon the same terms as set forth herein for additional five-year terms. The election by only one party to this Agreement to extend its term shall be of no force or effect.

5. Conditions Precedent. This Agreement shall be null and void in the event (1) the City fails to obtain funding and all regulatory permits required for trail construction, or (2) the California Transportation Commission does not approve this Agreement pursuant to California Government Code section 93020. Each party shall cooperate with the other to satisfy these conditions.

6. Lease Fee. In lieu of either a one-time or annual lease fee payment, the City shall provide maintenance to completed trail segments located in the Lease Property as follows: a) maintain drainage structures; and, b) provide all vegetation management, including tree trimming and removal. Said maintenance shall be performed to standards as determined by the City in its reasonable discretion, however in no event may the City use a lesser standard than that typically used in its maintenance of the City's other similar public trails and paths. The City, at its sole discretion and expense, may perform such additional maintenance as it deems appropriate within the Lease Property.

7. Trail Construction.

   (a) *Trail Construction, Timing*. The City may construct trail improvements in the Lease Property in segments as funding allows. Individual trail segments shall not be open for public use until completion of the trail improvement in said segment. Where required by permitting or other regulatory authorities, NCRA, and its successors and assigns, reasonably agree to execute and deliver applications for permits, licenses or other authorizations relating to the Rail Corridor. Trail segments shall be constructed in accordance with approved Construction Plans, and all applicable laws, rules, regulations and permits. In order to preserve the corridor for future rail use, the City shall conform to

California Public Utilities Commission General Order 26-D regarding vertical and horizontal clearances wherever practicable. (E.g. Posts, pipes, warning signs and similar obstructions should, where practicable, have a side clearance of at least ten (10) feet from the center line of the location of the former pair of railroad tracks.). The City shall provide 15 days advance written notice to NCRA or its successors and assigns prior to beginning construction on any trail segment. The City shall provide 15 days advance written notice to the NCRA or its successors and assigns prior to opening any trail segment for public use

(b) *Construction Plan Approval*. The City shall submit detailed construction ready plans and specifications ("Construction Plans") to the NCRA or its successors and assigns for review and approval prior to constructing any trail segment. Within one hundred twenty (120) days of receipt, the NCRA, or its successors and assigns, shall provide comments and input on the Construction Plans to the City.

(c) *Construction Plan Contents*. Construction Plans shall include, but not be limited to, specifications for temporary construction fencing, permanent landscaping, fencing or other trail demarcation and setbacks, and signage

(d) *As-Built Plans*. Upon completion of construction and acceptance of any segment, the City shall provide copies of As-Built Plans to NCRA or its successors and assigns.

8. Ongoing Maintenance.

(a) The City shall, during the Term, at its own cost and expense and without any cost or expense to NCRA or its successors and assigns:

i. Keep and maintain all trail improvements (subject to City's right to remove) in good and neat order and repair and shall allow no nuisances to exist or be maintained therein. NCRA and its successors and assigns shall not be obligated to make any trail repairs of any kind; and

ii. Comply with and abide by all applicable federal, state, and local laws and regulations affecting the Lease Property.

9. Insurance. The City shall maintain general liability coverage in the amount of no less than $2,000,000 per occurrence and aggregate. Insurance shall be placed with a carrier having a current A.M. Best rating of at least A:VII or with the Redwood Empire Municipal Insurance Fund ("REMIF"). Evidence of coverage shall be provided to NCRA or its successors and assigns annually. The policy shall include NCRA, its successors and assigns as additional named insureds with respect to the trail.

10. Indemnification. To the maximum extent allowed by law, the City agrees to indemnify, defend and hold harmless NCRA, including its officers, employees, agents contractors, successors and assigns, from and against all loss, liability (including liability with respect to death, injury and personal and property damage), claims, demands, suits, liens, claims of lien, damages, costs and expenses, arising out of or connected in any manner with the use or misuse of the Lease Property by the City, members of the public, or any act or omission by the city therewith. Such indemnity shall not apply to the extent such loss, liability (including liability with respect to death, injury and personal and property damage), claims, demands, suits, liens, claims of lien, damages, costs and expenses are solely caused by NCRA's or any of its official's, employee's, consultant's, agent's, contractor's or successors' and assigns' active negligence or intentional conduct. This provision shall survive any

termination of the Lease for actions or inactions that may arise during the time this Lease is in effect.

11. Abandonment. In the event of action by the City Council for the City of Blue Lake to abandon the use of the Lease Property, or any part thereof, this Agreement shall terminate to the extent of the portion so abandoned or discontinued.

12. Surrender. Upon termination of this Agreement, including but not limited to a termination resulting from expiration of the lease term, breach, or abandonment of all or a portion of the trail improvements, NCRA, or its successors and assigns, may direct the City to remove, at its own cost and expense, any and all trail improvements. Upon removal of any trail improvements, the City shall, upon direction from NCRA, or its successors and assigns, (i) reasonably restore the affected portion of the Lease Property to a state or condition as it existed prior to the construction of trail improvements, or (ii) leave all or a portion of the trail improvements in place. Notwithstanding the foregoing, the City shall have no obligation to reasonably restore the affected portion of the Lease Property to a state or condition as it existed prior to the construction of trail improvements in the event NCRA terminate the Agreement pursuant to Section 13(b), below.

13. Termination. This Agreement shall terminate upon the expiration of the term thereof, pursuant to Section 4, or upon either of the following events:

    (a) Breach. In the event the City breaches, or fails to keep, observe or perform any covenant, term or condition of this Agreement, in addition to all other rights and remedies of NCRA and its successors and assigns provided hereunder or by law, after written notice or demand, and the City's failure to cure the breach within thirty (30) days of notice or commence to cure the breach within thirty (30) days for any breach that cannot be reasonably cured within thirty (30) days, NCRA or its successors and assigns may terminate this Agreement and thereafter recover possession of the Lease Property by lawful means.

    (b) Rail Operations. In the event that the Lease Property is determined by NCRA, or its successors and assigns, to be needed for rail operations, it may terminate this Agreement by providing written notice to the City of termination on the basis of the need for the Lease Property for rail purposes. Such termination notice shall include the date upon which the Leased Property will be needed by NCRA or its successors or assigns for rail uses, or to perform work in preparation for such rail uses, and the date upon which such termination shall be effective, which shall not be less than ninety (90) days after written notice is given to City. For purposes of this provision, "rail operations" means the construction of rail facilities or actual use of the Lease Property by NCRA, or its successors and assigns, for the passage of railroad cars through the Lease Property.

14. Waiver. No waiver of any default under this Agreement shall constitute or operate as a waiver of any subsequent default hereunder, and no delay, failure or omission in exercising or enforcing any right, privilege, or option under this Agreement shall constitute a waiver, abandonment or relinquishment thereof or prohibit or prevent any election under or enforcement or exercise of any right, privilege, or option hereunder.

15. Notices. Except as otherwise provided hereunder; any notice or communication to NCRA, its successors and assigns, or the City shall be in writing and be mailed by postage prepaid. Notices or communications shall be addressed to the parties at the following addresses, which may be changed at any time by notice to the other party:

| To NCRA: | To City: |
|---|---|
| Executive Director<br>North Coast Railroad Authority<br>419 Talmage Road, Ste M<br>Ukiah, CA 95482 | City Manager<br>City of Blue Lake<br>111 Greenwood Road / PO Box 458<br>Blue Lake, CA 95525 |

Any notice mailed in the manner above set forth shall be deemed to have been received unless returned to the sender by the post office. Notice may be sent by email when simultaneously provided using one of the methods set forth above.

16. Severability. In case any one or more of the provisions contained in this Lease shall for any reason be held to be invalid, illegal or unenforceable in any respect, such invalidity, illegality or unenforceability shall not affect any other provisions of this Lease, but this Lease shall be construed as if such invalid, illegal, or unenforceable provisions had not been contained herein.

17. Time of the Essence. Time is of the essence of each and all of the agreements, covenants, and conditions of this Lease.

18. Consents. Whenever in this Lease the consent or approval of either NCRA, or its successors and assigns, or City is required or permitted, the party requested to give such consent or approval will act promptly and will not unreasonably withhold its consent or approval.

19. Attorneys Fees. In the event of any action or proceeding at law or in equity between NCRA, or its successors and assigns, and City to enforce any provision of this Lease or to protect or establish any right or remedy of either party hereunder, the unsuccessful party to such litigation shall pay to the prevailing party all costs and expenses, including reasonable attorney's fees, incurred therein by such prevailing party, and if such prevailing party shall recover judgment in any such action or proceeding, such costs, expenses and attorney's fees shall be included in and as a part of such judgment.

20. Integration. This instrument constitutes the entire agreement between NCRA and City with respect to the subject matter hereof and supersedes all prior offers and negotiations, oral or written. This Lease may not be amended or modified in any respect whatsoever except by an instrument in writing signed by NCRA, or its successors and assigns, and City.

21. Amendments. This Lease may be modified only in writing and only if signed by the parties at the time of the modification.

22. Assignment and Subletting. City may assign this Agreement, or any interest herein, at any time provided that, (i) NCRA has consented to the assignment, (ii) the assignment shall be in writing, duly executed and acknowledged by City and the assignee, in form satisfactory to NCRA, or its successors and assigns, providing that the assignee assumes and agrees to perform and observe all the agreements, covenants and conditions of this Lease on the part of City to be performed and observed, and (iii) an executed original of such assignment shall be delivered to NCRA, or its successors and assigns. NCRA may assign this Agreement upon the transfer of its interest in the Leased Property, or pursuant to any dissolution of NCRA.

23. Governing Law. This Agreement shall be governed by and construed in accordance with the laws of the State of California. Nothing in this Agreement is intended to alter, limit, or otherwise affect the immunities and liability limitations provided to public entities under the laws of the State of

California, including without limitation the Government Claims Act set forth in the California Government Code.

**IN WITNESS WHEREOF**, the parties have executed this Agreement as of the date first written above.

| **NORTH COAST RAILROAD AUTHORITY:** | **CITY OF BLUE LAKE:** |
|---|---|
| By: _____ | By: _____ |
| Name: _____ | Name: _____ |
| Its: _____ | Its: _____ |
| Date: _____ | Date: _____ |
| Approved as to form: | Approved as to form: |
| _____ | _____ |
| General Counsel | City Attorney |
| Date: _____ | Date: _____ |

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

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

SUSAN BRANSEN, Executive Director

STATE OF CALIFORNIA

GAVIN NEWSOM, Governor

# CALIFORNIA TRANSPORTATION COMMISSION

1120 N STREET, MS-52
SACRAMENTO, CA 95814
P. O. BOX 942873
SACRAMENTO, CA 94273-0001
(916) 654-4245
FAX (916) 653-2134
http://www.catc.ca.gov

January 7, 2019

Mr. Hal Wagenet
Chairman
North Coast Railroad Authority
419 Talmage Road, Suite M
Ukiah, CA 95482

Dear Mr. Wagenet:

As you are aware, Senate Bill 1029 (McGuire, Chapter 934, Statutes of 2018), among other provisions, revised Government Code Section 93020 to require the California Transportation Commission (Commission) to approve any sale, easement, or lease entered into by the North Coast Railroad Authority (NCRA) after August 1, 2018. Therefore, since the statute does not provide for exceptions to this requirement, renewal of existing agreements will also require Commission approval.

NCRA is expected to coordinate with the California Department of Transportation (Caltrans) for purposes of seeking approval from the Commission to enter into a sale, easement or lease. To be considered by the Commission at the earliest possible public meeting, there are specific timeframes and processes that Caltrans has established that should be consulted.

Please contact Mitch Weiss, Commission Chief Deputy Director, at (916) 654-4245, should you have questions regarding adherence to this statutory requirement or the process to seek approval from the Commission.

Sincerely,

SUSAN BRANSEN
Executive Director

cc: California Transportation Commissioners
Laurie Berman, Director, Caltrans
Brian Annis, Secretary, California State Transportation Agency
Matthew Brady, District Director, Caltrans

State of California
**DEPARTMENT OF TRANSPORTATION**

California State Transportation Agency

# MEMORANDUM TAB 75

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

**CTC Meeting**: June 26-27, 2019

**From**: STEVEN KECK, Chief Financial Officer

**Reference Number**: 2.4c.(1), Action Item – ***REPLACEMENT ITEM***

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

**Subject**: **AIRSPACE LEASE – REQUEST TO DIRECTLY NEGOTIATE WITH 1911 SAN DIEGO, L.L.C.**

## ISSUE:

Should the California Transportation Commission (Commission) approve a request by the California Department of Transportation (Department) to directly negotiate a long-term lease with 1911 San Diego, L.L.C.?

## RECOMMENDATION:

The Department recommends that the Commission approve a request to directly negotiate a long-term lease with 1911 San Diego, L.L.C.

## SUBJECT PROPERTY:

The subject lease area, SDX-005-0053-01, is an approximately 704 square foot (s.f.), undeveloped site located on Interstate 5 in the City of San Diego where Noell Street crosses underneath the freeway. The parcel is situated between the traveled way and the edge of the right of way limits. The proposed site is 8 feet wide and approximately 88 feet long. There is a steep up slope from the City sidewalk to the proposed lease site and the lessee's parcel. While there is public street access, the site only has economic value to 1911 San Diego, L.L.C.

**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 procedures. Commission Resolution G-02-14, Section 1.4, states the Department is authorized to enter into leases with a private entity only after competitive bidding unless the Commission finds it would not be in the best interest of the State to do so. 1911 San Diego, L.L.C, is the holding company for a civil engineering and surveying firm. They own the site's adjoining parcel where they plan on renovating the existing parking lot and structure into an office building for their company. To create a functional parking lot that maximizes the number of spaces, 1911 San Diego, L.L.C. will need to demolish the existing lot, trim the eucalyptus trees on the State's right of way and move the right of way fence 8 feet into the right of way. This will create a lease area of 704 square feet. The improvements within the right of way will include earthwork, a retaining wall, a new right of way fence and new landscaping. The proposed improvements are within the conceptual phase of the District Airspace Review Committee. A long term lease is requested in order to amortize the improvements. This area is not eligible for decertification and sale as an Excess Parcel.

**BENEFIT TO THE STATE:**

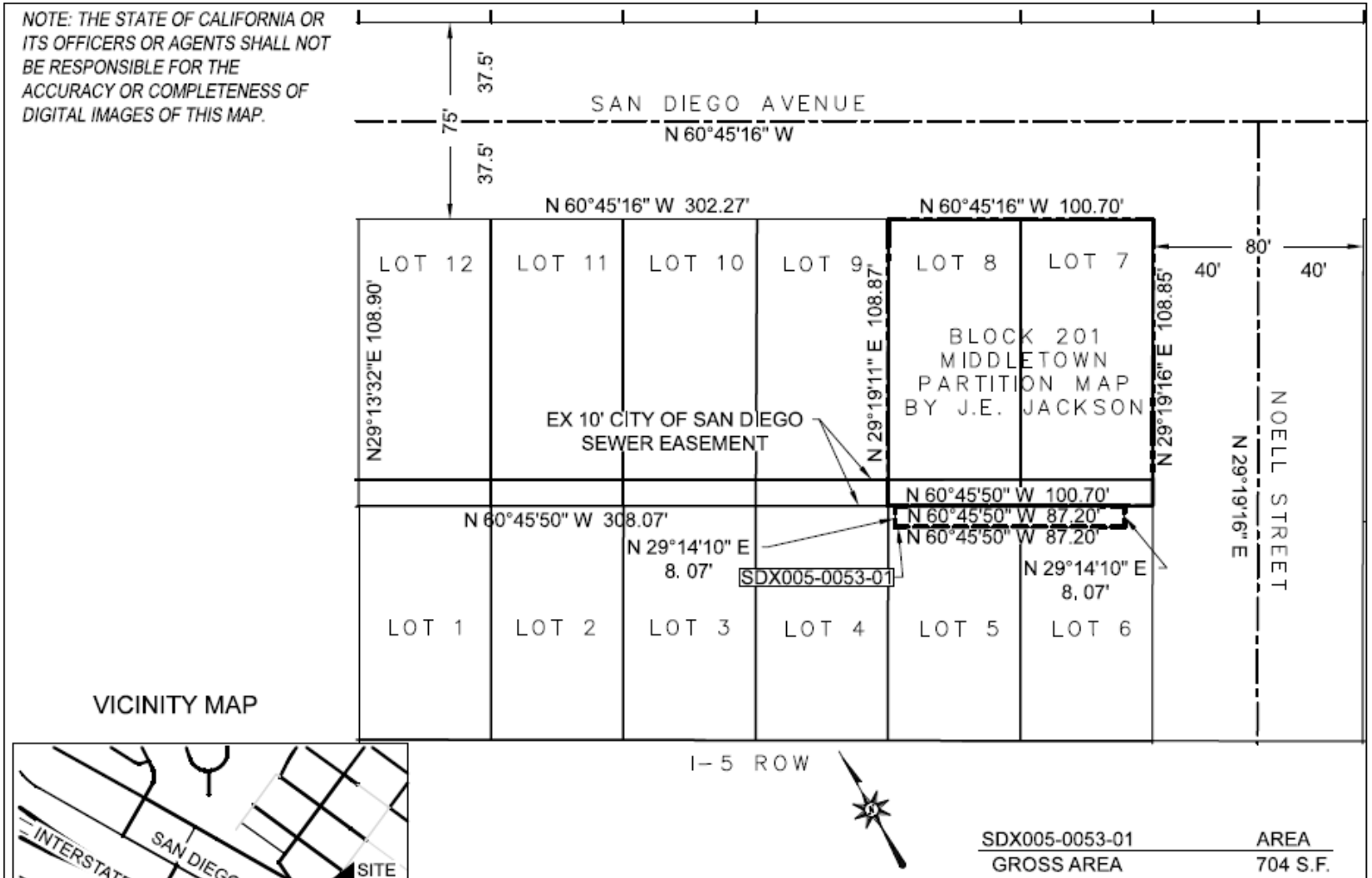
- This lease will create a long-term revenue stream for the State.
- There will be reduced maintenance costs to the State's right of way.
- The State will have new parking improvements.

**SUMMARY:**

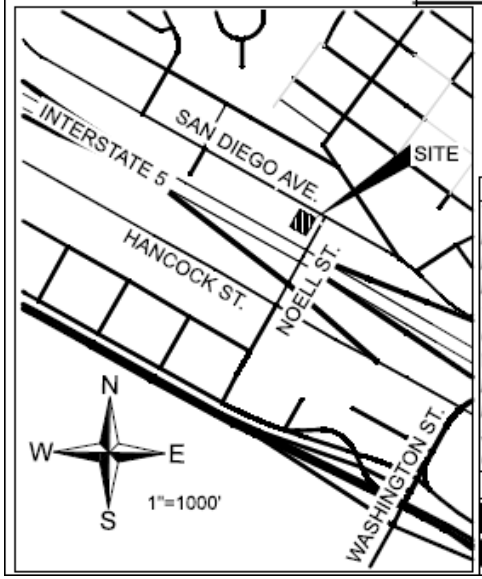
The ability to directly negotiate with 1911 San Diego, Ave., L.L.C. is in the best interest of the State. The subject parcel is currently part of the operating right of way adjacent to 1911 San Diego, Ave., L.L.C. The proposed improvements will substantially improve the site, provide a deterrent to vandals, increase security, and contribute to the livability of the neighborhood. A long-term lease will allow the Department to receive fair market rent for an extended period with the ability to increase rent as the market changes, while also allowing for the necessary upgrades to the site.

Attachments: Exhibit A - Parcel map of SDX-005-0053-01

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.




VICINITY MAP




| SDX005-0053-01 | AREA |
|---|---|
| GROSS AREA | 704 S.F. |

**NOTES**

*THE BOUNDARIES AND DIMENSIONS OF THE SURVEYED PARCEL(S) SHOWN HEREON ARE BASED ON A FIELD SURVEY. RECORD DIMENSIONS MAY VARY. THE BASIS OF BEARING FOR THIS SURVEY IS THE CALIFORNIA COORDINATE SYSTEM 1983 (CCS83), ZONE 6, 2017.5 EPOCH, AND IS DETERMINED BY G.P.S. MEASUREMENTS TAKEN ON OCTOBER 31, 2018 AND WERE ESTABLISHED FROM CONTINUOUSLY OPERATING REFERENCE STATIONS (CORS) SI105 AND P472 DERIVED FROM GEODETIC VALUES PUBLISHED BY THE CALIFORNIA SPATIAL REFERENCE CENTER (CSRC) AND/OR NATIONAL GEODETIC SURVEY (NGS), RESPECTIVELY. I.E.: N 68°53'57" E*

**LEGEND**

*FREEWAY LEASE AREA*

*STATE PARCEL BOUNDARY*

STATE OF CALIFORNIA
CALIFORNIA STATE TRANSPORTATION AGENCY
DEPARTMENT OF TRANSPORTATION

# RIGHT OF WAY
# FREEWAY LEASE AREA
# MAP NO. SDX005-0053-01

*FOR PREVIOUS R/W INFORMATION SEE MAP LO-3553*

0 60 120

TO DESIGN: 05/08/19 E A (s):

| DISTRICT | COUNTY | ROUTE | SHEET PM | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| 11 | SD | 5 | 18.5 | 1 | 1 |
| | | | | | |

State of California
**DEPARTMENT OF TRANSPORTATION**

California State Transportation Agency

# MEMORANDUM

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

**CTC Meeting**: June 26-27, 2019

**From**: STEVEN KECK, Chief Financial Officer

**Reference Number**: 2.4c.(2), Action Item

**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 OAKLAND**

## 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 Oakland for emergency temporary shelter and feeding program purposes, pursuant to Streets and Highways (S&H) Code Section 104.24?

## 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 Oakland pursuant to S&H Code Section 104.24 for a lease term not to exceed three years.

## SUBJECT PROPERTY:

The subject lease area, 04-ALA-880-48 is an approximately 14,552 square foot (s.f.), irregularly shaped parcel. The site is partially under and adjacent to the elevated portion of Interstate 880, in the City of Oakland at 6th Street between Madison and Oak Streets.

## BACKGROUND:

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 authorized to enter into leases with a public entity for a public purpose if the Department will receive a fair market lease rate for the property. However, S&H Code Section 104.24 allows the City of Oakland to lease property from the Department at a rate of one dollar ($1) per month.

**EMERCENCY SHELTER AND FEEDING PROGRAM PROPOSAL:**

The City of Oakland will install emergency shelters and other supporting improvements for homeless city residents. All emergency shelters will be at least 20 feet outside of the bridge structure's dripline. Plans and environmental documents will be reviewed and approved by the Department, State Fire Marshal, and Federal Highway Administration for compliance with all Federal, State and Local regulations, statutes and codes.

Lease Terms

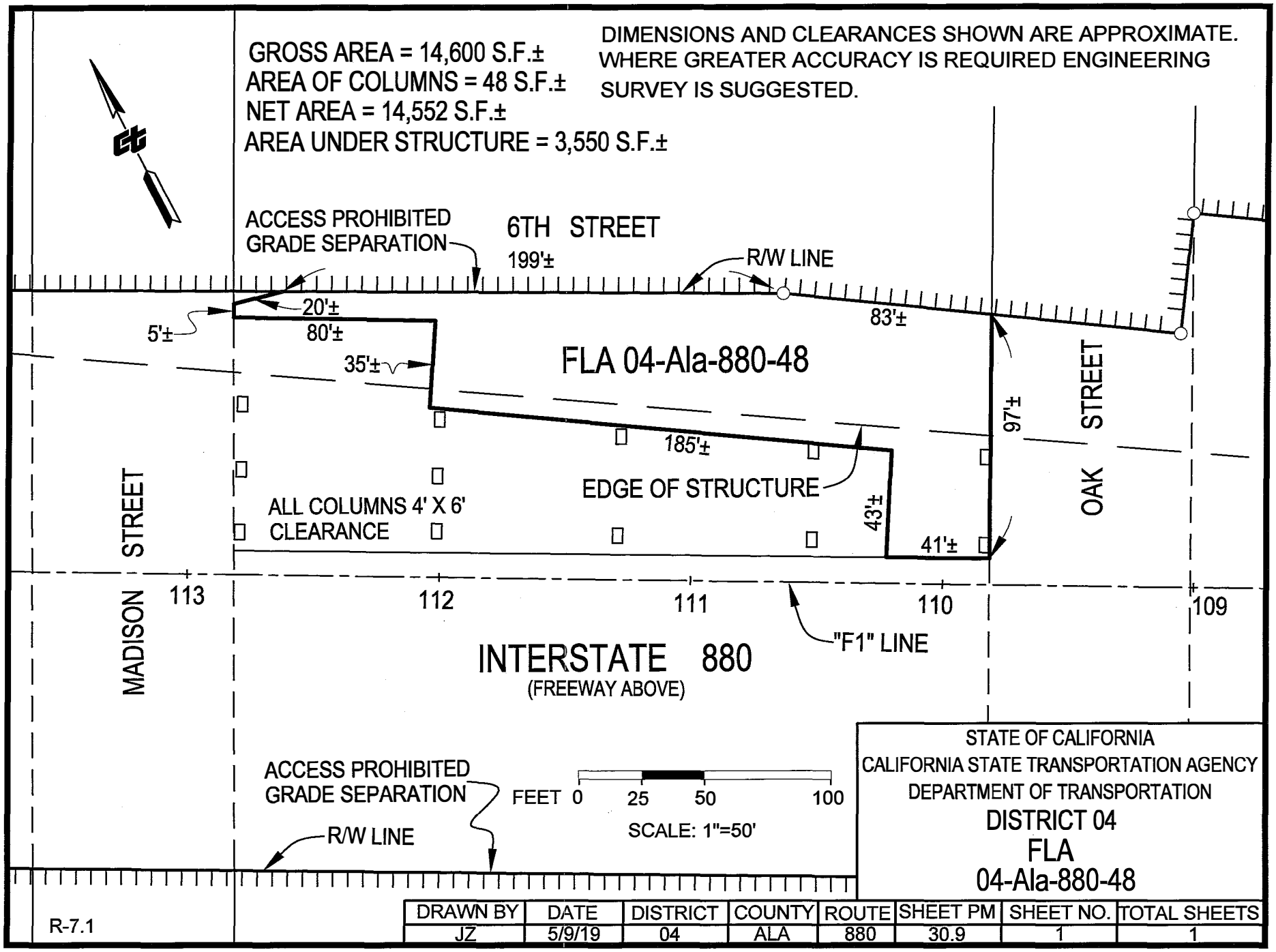
Term Length: Three years
Monthly Rent: $1 per month
Escalation and Re-evaluation: None
Annual Administration Fee: $500

**SUMMARY:**

In accordance with S&H Code Section 104.24, it is in the State's best interest to lease airspace property to the City of Oakland per the State statute for a temporary shelter and feeding program on this specific site.

Attachments: Exhibit A: Right of Way Freeway Lease Area Map No. 04-ALA-880-48

Exhibit A




| DRAWN BY | DATE | DISTRICT | COUNTY | ROUTE | SHEET PM | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|---|
| JZ | 5/9/19 | 04 | ALA | 880 | 30.9 | 1 | 1 |

State of California
**DEPARTMENT OF TRANSPORTATION**

California State Transportation Agency

# MEMORANDUM

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

**CTC Meeting**: June 26-27, 2019

**From**: STEVEN KECK, Chief Financial Officer

**Reference Number**: 3.11, Information Item

**Prepared By**: Nabeelah Abi-Rached (Acting)
SB 1 Program Manager

**Subject**: **QUARTERLY REPORT – SENATE BILL 1 PROGRAM – THIRD QUARTER**

## SUMMARY:

As required by the Senate Bill (SB 1) Accountability and Transparency Guidelines (Guidelines) adopted by the California Transportation Commission (Commission) on March 21, 2018, and amended on August 15, 2018, the California Department of Transportation (Department) will present its SB 1 Quarterly Program Progress Report.

This quarterly report covers the period of January 1, 2019, through March 31, 2019, for the following programs:

- Solutions for Congested Corridors Program
- Trade Corridor Enhancement Program
- Local Partnership Program – Competitive Program
- State Highway Operation and Protection Program
- Active Transportation Program

## BACKGROUND:

SB 1 increased the Commission's oversight role in several existing programs and created new programs for the Commission to oversee. The Guidelines require that the Department prepare and submit to the Commission progress reports for each SB 1 program at specified timelines. The progress report includes a summary of the five programs and individual program reports with an assessment of each program's current status in cost, schedule, scope and benefits.

As required by the Guidelines, the first progress report was presented to the Commission at its October 2018 meeting and covered the period of March 2018 through August 2018. The Guidelines require that subsequent reports are presented to the commission on a quarterly

basis in December, March, June and October. The attached report includes program information for the third quarter of Fiscal Year 2018-19.

To view the Senate Bill 1 Program Progress Report,
in its entirety, please use the following link:
http://www.dot.ca.gov/sb1/docs/SB1_Quarterly_Progress_Report_6-12-19.pdf

# SENATE BILL 1

## Quarterly Report to the California Transportation Commission

For the period: January 1, 2019–March 31, 2019

June 26, 2019

# TABLE OF CONTENTS

Page

Section 1 – Overall Program Summary.....1

Section 2 – Individual Program Reports

1. Solutions for Congested Corridors Program.....4
2. Trade Corridor Enhancement Program.....9
3. Local Partnership Program Competitive.....14
4. State Highway Operation and Protection Program.....21
5. Active Transportation Program.....45

## Purpose

Senate Bill 1 (SB 1) increased the California Transportation Commission's (Commission) oversight responsibilities to ensure the California Department of Transportation (Caltrans) and local governments are held accountable for the efficient investment of public funds through performance goals that are tracked and reported. The Commission adopted the SB 1 Accountability and Transparency Guidelines on March 21, 2018, and amended on May 16, 2018, and August 15, 2018, to require Caltrans to prepare and submit to the Commission progress reports for each SB 1 Program at specified timelines. Progress reports will include information appropriate to assess the current state of the overall program.

## Background

Senate Bill 1 (SB 1), The Road Repair and Accountability Act of 2017, was signed into law on April 28, 2017. SB 1 provides additional funding for transportation infrastructure, increases accountability for how transportation funds are spent, and creates new transportation funding programs. SB 1 provides the first significant, stable, and ongoing increase in state transportation funding in more than two decades, investing $54 billion over the next decade to fix roads, freeways and bridges, and puts more dollars toward transit and safety, in communities across California.

## The 2018 SB 1 Programs

The Commission developed the Accountability and Transparency guidelines outlining the requirements for reporting progress on projects' approved scope, cost, schedule and benefits. The guidelines apply to the following programs: Solutions for Congested Corridors Program (SCCP), the Trade Corridor Enhancement Program (TCEP), the Local Partnership Program – Competitive (LPP-C), Local Partnership Program Formulaic (LPP-F), the State Highway Operation & Protection Program (SHOPP), and the Active Transportation Program (ATP).

| Programs at a Glance: | SCCP | TCEP | LPP-C | LPP-F | SHOPP | ATP |
|---|---|---|---|---|---|---|
| Total programmed funds | $1.0 B | $1.37 B[1] | $309 M | $264.7 M | $10.2 B[2] | $300.6 M |
| Number of programmed projects/ segments | 29 | 39 | 34 | 98 | 483 | 198 |
| Total cost of all programmed projects [3] | $3.2 B | $4.38 B | $1.7 B | $6.2 B | $11.4 B | $846.6 M |
| Number of projects/ segments allocated | 7 | 19 | 13 | - | 483 | 167 |
| Total dollars allocated | $557.6 M | $406 M | $89.5 M | - | $4.7 B | $80.9 M |
| Number of awarded projects | 2 | 4 | 8 | - | 87 | 31 |
| Total dollars of awarded projects | $228.2 M | $314.7 M | $67.4 M | - | $1.6 B | $27.5 M |
| Remaining funds available for programming or allocation | $0 | $12.78 M | $0 | - | $5.5 B | $99.4 M |

M = Million B = Billion

[1]Includes funds from SB 1, the National Hwy Freight Program and the 2015 Budget Act.
This program had a project with two segments removed. The amount programmed was reduced accordingly.

[2]This amount represents SHOPP projects with SB 1 funds only, it is not the entire 2018 SHOPP.
[3]Total cost of programmed dollars includes projects funded by SB 1 programs, in addition to federal, state and local funds.

## Major Activities and Accomplishments

### *Baseline Agreements*

| | *Quarter 3* | *Approved to Date* | *Future* | *Total* |
|---|---|---|---|---|
| ***SCCP*** | 0 | 8 | 1 | 9 |
| ***TCEP*** | 1 | 26 | 1 | 27 |
| ***LPP-C*** | 0 | 9 | 3 | 12 |
| ***SHOPP*** | 23 | 115 | 185 | 300 |
| ***ATP*** | 0 | 2 | 10 | 12 |
| ***Total*** | 24 | 160 | 200 | 360 |

### *Construction Contract Awards*

| | *Quarter 3* | *To Date* |
|---|---|---|
| ***SCCP*** | 0 | 2 |
| ***TCEP*** | 1 | 4 |
| ***LPP-C*** | 2 | 6 |
| ***SHOPP*** | 16 | 87 |
| ***ATP*** | 4 | 31 |
| ***Total*** | 23 | 129 |

## Program Benefits

Benefits for each program are highlighted in each program report, along with the status of benefits achieved to date. Benefits include infrastructure improvements (outputs) and non-infrastructure improvements (outcomes) for each program. Some projects are funded by multiple programs; therefore, those project benefits will be shown under multiple programs.

## Completion Reports

As of March 31, 2019, six projects were completed but completion reports are not yet due. Completion reports are due six months from the date the project is open to the public. The following are the six completed projects:

ATP

1. Contra Costa County's Pacheco Blvd Sidewalk Gap Closure (23 crosswalks)

SHOPP

1. East Red Bluff CAPM (14 pavement lane miles)
2. Lost Hills Rubber Rehab (36 pavement lane miles)
3. West Long Barn CAPM (4 pavement lane miles)
4. Midpines CAPM (6 lane pavement miles)
5. Oakhurst CAPM (10 lane pavement miles)

## Final Delivery Reports

As of March 31, 2019, no final delivery reports were due.

## Summarize changes to the scope, cost, schedule and expected benefits

The following projects are being highlighted due to the identification of substantial issues that may impact the delivery of the currently approved cost and/or schedule. A full listing of projects is included in each program's report as an attachment.

SCCP

There are no projects with substantial issues identified in the SCCP this quarter.

TCEP

Rice Avenue Fifth Street UPRR - Grade Separation Project

This project is at risk for a schedule delay and a substantial cost increase due to Right of Way acquisition activities and utility relocations. A corrective action plan is being developed and will be presented in the near future.

LPP-C

Metro Orange Line Project – Transit Improvements

This project is at risk for a scope and schedule risk. As a result of the environmental document, the transit agency is requesting a significant scope change to provide a cost effective design for the elevated rail section of the project. The scope change will impact the current delivery schedule.

SHOPP

There are no projects with substantial issues identified in the SHOPP this quarter.

ATP

There are no projects with substantial issues identified in the ATP this quarter.

## Attachment

1. Project Lists are located under each respective program at SB 1 Progress Reports

## Solutions for Congested Corridor Program (SCCP)

The SCCP was established by SB 1 to fund projects designed to reduce congestion in highly traveled and highly congested corridors through performance improvements that balance transportation improvements, community impacts, and that provide environmental benefits. The SCCP is a statewide, competitive program for projects that implement specific transportation performance improvements and are part of a comprehensive corridor plan by providing more transportation choices while preserving the character of local communities and creating opportunities for neighborhood enhancement.

## The 2018 SCCP Program

The 2018 SCCP is a four- year program with $1 Billion in funding for 2017-18 to 2020-21. The California Transportation Commission (Commission) adopted the SCCP in May 2018, consisting of 9 projects with 29 segments, valued at more than $3 billion, and leveraging more than $2 billion in other federal, state and local funds. The selected projects are part of a comprehensive corridor plan that will reduce congestion in highly traveled corridors, including the state highway system, local streets and roads, public transit facilities, bicycle and pedestrian facilities or required mitigation and/or restoration projects.

| **2018 SCCP at a Glance:** | |
|---|---|
| Total programmed SCCP funds (4-year period) | $1.0 Billion |
| Number of programmed project segments within the 9 approved projects | 29 |
| Total cost of all programmed projects | $3.2 Billion[1] |
| Number of project segments allocated | 7 |
| Total SCCP dollars allocated | $557.6 Million |
| Number of awarded project segments | 2 |
| Total SCCP dollars awarded | $228.2 Million |
| Remaining SCCP funds available for programming | $0 |

[1] Total cost of all programmed projects includes SCCP funds, as well as other federal, state and local funds.

## Program Status

The first funding cycle of SCCP included four years of project programming for 2017-18 to 2020-21. The program consists of 29 programmed project segments. As reported last quarter, five project segments received construction allocations totaling $382.8 million in

SCCP funding. This quarter, another two project segments received allocations totaling $174 million in SCCP funding. In total, the seven projects have received $557.6 million in SCCP funding, leveraging over $928.8 million in other state and local construction funding.

### Program Infrastructure Improvements (outputs)

Expected infrastructure improvements (outputs) for the nine programmed SCCP projects are as follows:

| | Planned as Adopted Into Program | | Delivered and Ready for Construction at Allocation | | Completed and Open to Traffic | |
|---|---|---|---|---|---|---|
| **Category of Benefits** | **Miles** | **Each** | **Miles** | **Each** | **Miles** | **Each** |
| High Occupancy Vehicle lanes constructed | 141 | - | 90.3 | - | - | - |
| Auxiliary lanes constructed | 3 | - | - | - | - | - |
| Operational improvements | - | 21 | - | 13 | - | - |
| Local road operational improvements | - | 36 | - | 0 | - | - |
| Modified/Reconstructed bridges | - | 11 | - | 5 | - | - |
| Pedestrian/Bicycle facilities constructed | 11 | - | 9 | - | - | - |
| Bicycle lanes constructed | 6 | - | - | - | - | - |
| Sound walls constructed | 4.5 | - | 4.5 | - | - | - |
| New track | 11 | - | 9 | - | - | - |
| Purchase Rail cars/transit vehicles | - | 5 | - | - | - | - |
| Station Improvements | - | 6 | - | 5 | - | - |

### Baseline Agreements

All nine programmed SCCP projects require baseline agreements. As of March 31, 2019, eight project baseline agreements have been executed. The remaining baseline agreement (Orange County Central Corridor Improvement Project) is expected to be executed in fiscal year 2019-20.

- 9 baseline agreements are required
- 8 baseline agreements have been approved

### Construction Contract Awards

As of March 31, 2019, two of the seven allocated projects have awarded construction contracts. Of the remaining five projects, one project received an 8-month time extension to award due to the need to re-advertise the contract. The remaining four construction contracts are planned for award in the next 2-4 months.

The following two construction contracts were previously awarded and are expected to be completed in the Summer 2021 and Fall 2022, respectively.

I-5 North Coast Corridor HOV lanes – Encinitas
Route 101/85 Silicon Valley Express Lanes Program – Phase 3

**Completion Reports**

No completion reports were required this quarter.

**Final Delivery Reports**

No final delivery reports were required this quarter.

**Summarize changes to the scope, cost, schedule and expected benefits**

Last quarter, nine projects were listed with scope, cost or schedule risks. As of March 31, 2019, eight of the nine risks were corrected and one project was added to the list. The attached corrective action plan lists the two projects.

**Attachments:**

1. SCCP Project List is located on the SB 1 Portal at SCCP Project List

2. SCCP corrective action plan for cost, scope and schedule variances

**ATTACHMENT 2**

## Solutions for Congested Corridors Program Corrective Action Plans

| No. | Dist-PPNO Co-Route | Title | Scope | Schedule | Cost | Benefits |
|---|---|---|---|---|---|---|
| 1 | 04-0658D | US 101 Managed Lanes Project - Northern Segment | | | Based upon the 65% design, the construction cost estimate has been increased substantially due to the re-alignment of the centerline, resulting in additional quantities of non-standard (size and shape) barrier. A total of approximately 31,000 feet of median barrier has been impacted by these changes. This funding shortfall will be partially covered by $12.7 M in anticipated savings in R/W Capital. The project team is in the process of firming up the updated cost estimate and developing a plan to fund the remaining shortfall. | |
| 2 | 08-1230 SBD | Redlands Passenger Rail Project | | | Construction costs have increased by $43 million due to the award of the Mainline Construction Contract being higher than the estimate and due to unanticipated cost increases associated with utility relocations. San Bernardino County Transportation Agency has allocated additional local Measure I, State Transit Assistance and federal Transit Administration funds to cover the shortfall. | |

## Trade Corridor Enhancement Program (TCEP)

The TCEP was established by SB 1 to provide funding for infrastructure improvements on federally designated Trade Corridors of National and Regional Significance, on the Primary Freight Network as identified in the California Freight Mobility Plan, and along other corridors that have a high volume of freight movement. The TCEP will also support the goals of the National Highway Freight Program, The California Freight Mobility Plan, and the guiding principles in the California Sustainable Freight Action Plan. TCEP is a statewide, competitive program that will provide approximately $300 million per year in state funding and approximately $535 million in National Highway Freight Program funds.

## The 2018 TCEP Program

The 2018 TCEP is a three-year program, with nearly $1.4 billion in funding, including funds from the National Highway Freight Program, the Trade Corridor Enhancement Account, and a one-time appropriation from the Budget Act of 2015. The California Transportation Commission (Commission) adopted the 2018 Program in May 2018 consisting of 28 projects with 41 segments, valued at more than $4.4 billion, and leveraging other federal, state and local funds. Subsequently, one project with two segments was removed from the program, leaving the total to 27 projects with 39 segments and reducing the programmed amount. The selected projects include improvements to goods movement on corridors with high volumes of freight, improvements to safety by eliminating at-grade crossings, reduce impacts to surrounding communities, reduce border wait times, and increase rail capacity with double tracking.

| **2018 TCEP at a Glance:** | |
|---|---|
| Total programmed TCEP funds (3-year period) | $1.37 Billion[1] |
| Number of programmed project segments within the 27 approved projects | 39 |
| Total cost of all programmed projects | $4.38 Billion[2] |
| Number of project segments allocated | 19 |
| Total TCEP dollars allocated | $406 Million |
| Number of awarded projects segments | 4 |
| Total TCEP dollars awarded | $314.7 Million |
| Remaining TCEP funds available for programming | $12.78 Million[3] |

[1]The Commission funded this program with SB 1 funds, the National Highway Freight Program and a one-time appropriation from the Budget Act of 2015. This amount was reduced by a canceled project.
[2]This amount represents total cost of all programmed projects, SB 1 funds and other federal, state and local funds.
[3]Remaining funds are the result of the City of Tracy Central Valley project which was canceled last quarter.

## Program Status

The first funding cycle of TCEP included three years of project programming for 2017-18 to 2019-20 and included 28 projects with 41 segments. Last quarter, one project was removed leaving the program with 27 projects and 39 programmed segments. The programmed project segments received funds for various phases of a project. Five projects in TCEP are multi-funded and are leveraging funds from other SB 1 programs. Currently, 19 project segments have received TCEP fund allocations totaling $406 million, with a total of $1.95 billion in total project costs leveraged from other state and local funds. This fiscal year, six project segments remain to be allocated. Last quarter the City of Tracy-Central Valley Gateway project was removed from the program, resulting in $12.78 million unprogrammed.

## Program Benefits - Infrastructure Improvements (Outputs)

Status of outputs for the 27 projects with 39 segments. As of March 31, 2019, no outputs have been realized.

| | Planned as Adopted Into Program | | Delivered and Ready for Construction | | Completed and Open to Traffic | |
|---|---|---|---|---|---|---|
| **Category of Benefits** | **Miles** | **Each** | **Miles** | **Each** | **Miles** | **Each** |
| Grade Separation/Rail Crossing Improvements | - | 7 | - | 2 | - | - |
| Miles of new track | 10 | - | - | - | - | - |
| Intersections modified | 7 | 5 | | 6 | - | - |
| Local road lane-miles rehabilitated | 3 | - | - | - | - | - |
| Local road operational improvements | - | 2 | - | 3 | - | - |
| New local bridge structure | - | 1 | - | 1 | - | - |
| Truck climbing lanes/ Auxiliary lane miles constructed | 7 | - | - | - | - | - |
| High Occupancy Vehicle/ High Occupancy Toll lane miles constructed | 80 | - | - | - | - | - |
| Transportation Management System Elements | - | 166 | - | - | - | - |
| Mixed flow lane miles constructed | 34 | - | 11 | - | - | - |

### Baseline Agreements

As of March 31, 2019, one additional baseline agreement was approved, making the total twenty-six baseline agreements approved. The remaining baseline agreement is anticipated to receive approval at a future Commission meeting.

- 27 baseline agreements required
- 26 baseline agreements have been approved

### Construction Contract Awards

As of March 31, 2019, four construction contracts have been awarded.

- 1 contract was awarded this quarter and expected to be completed by Spring 2022:
  Route 395 Widening, State Route 18 to Chamberlaine Way
- 3 previously awarded contracts are expected to be completed by Fall 2021
  Route 58/99, Bakersfield Freeway Connector
  Route 10, Express Lanes-San Antonio Ave to Route 15 (Contract 1)
  Route 5, Redding to Anderson Six Lane – Phase 1 and 2

### Completion Reports

As of March 31, 2019, no completion reports were required.

### Final Delivery Reports

As of March 31, 2019, no final delivery reports were required.

### Summarize changes to the scope, cost, schedule and expected benefits

Last quarter, thirteen projects were listed with scope, cost or schedule risks. As of March 31, 2019, only four projects are considered to have risk and are listed on Attachment 2. The following project is being highlighted due to substantial issues that may impact the delivery of the currently approved cost and schedule.

- Rice Avenue/Fifth Street Grade Separation Project – This project is at risk for a schedule delay and a substantial cost increase due to Right of Way acquisition activities and utility relocations. A corrective action plan is being developed and will be presented in the near future.

### Attachments:

1. List of TCEP projects is located on the SB 1 Portal TCEP Project List
2. TCEP Corrective Action Plan

**ATTACHMENT 2**

## Trade Corridor Enhancement Program Corrective Action Plan

| No. | Dist-PPNO Co-Route | Title | Scope | Schedule | Cost | Benefits |
|---|---|---|---|---|---|---|
| 1 | 75-4961 VEN- | Rice Avenue/Fifth Street/UPRR Grade Separation Project | | There have been some challenges with right of way requiring Writ of Assistance to gain entry for hazardous waste testing and geotechnical drilling. This could impact the schedule requiring a time extension in the future. | The City of Oxnard independently contracted a second engineering firm to provide peer review of the cost estimate. Updated cost estimate shows an potential cost increase in right of way due to utility relocation and construction capital. Options are being developed and reviewed for strategy to manage the risk. Corrective action plan is being developed and will be presented in the near future. | |
| 2 | 75-T0004 ALA | Quite Zone Safety Engineering Measures | | The City of Emeryville is still working with Union Pacific Railroad to get preliminary engineering (PE) agreements signed for each of the three crossings. There has also been a request to conduct a Closure Study for the crossings at 66th and 67th Streets. With the delay from getting the Closure Study completed and negotiations for the PE agreements, the City of Emeryville will be requesting a time extension to complete the PS&E phase of this project at the June 2019 CTC Meeting. There are no anticipated delays to ROW/Construction phases, but they will be pushed back until PS&E phase is completed. | | |

## Trade Corridor Enhancement Program Corrective Action Plan

| No. | Dist-PPNO Co-Route | Title | Scope | Schedule | Cost | Benefits |
|---|---|---|---|---|---|---|
| 3 | 75-T0012 SD- | National City Marine Terminal Rail Track Extension Project | The Agency feels that at this point in the environmental review process, and prior to additional funding commitments from project partners, is too early to commit to a source of funds for construction. The District is committed to this project, and to associated efforts to balance land uses around the National City Marine Terminal. In that support of that effort, Agency staff remains focused on successful adoption of the project EIR. Once complete, the Agency will negotiate with all project partners to develop a shared funding structure for design and construction. | Previous progress reports have indicated that District staff planned to work with CALTRANS staff to determine the appropriate timing and process for submitting a reprogramming request for this funding. The new target date for EIR certification is first quarter 2020. This change represents a schedule shift further away from the funding fiscal year as currently programmed. At this time, the Agency does not intend to proceed with an allocation request for this project due to EIR schedule delay and program requirements. Additional information will be provided directly to CALTRANS D11 and the TCEP program manager. | The agency requested the project to be withdrawn from the program. The guidelines require beginning right of way or construction within 10 years, and the agency is managing the risk by withdrawing to work on a more complete funding and delivery plan. | |
| 4 | 75-T0013 SD | Tenth Avenue Marine Terminal Beyond Compliance Environmental Enhancement Project | It has been determined that the shore power portion of the project is infeasible due to increased costs associated with this element. The Agency does not intend to pursue funding allocation for shore power (approximately $600,000 in TCEP funds). The remaining project elements continue. Staff is in the process of developing a scope of work in advance of a planned RFQ to determine bonnet providers, costs and contract structure. A corrective action plan is forthcoming to reduce scope and the funds associated with that scope. | | Project to be modified and cost reduced and benefits adjusted. | Benefits will be verified and updated when scope and cost are modified. |

## Local Partnership Program (LPP)

The LPP was established to provide local and regional transportation agencies that have passed sales tax measures, developer fees, or other imposed transportation fees with a continuous appropriation of $200 million annually from the Road Maintenance and Rehabilitation Account established by SB 1. The LPP provides funding for local and regional agencies to improve aging infrastructure, road conditions, active transportation, and health and safety. The initial programming cycle for fiscal years 2017-18 to 2019-20, will distribute 50 percent of the funds through a competitive process (LPP-C) and 50 percent via formula (LPP-F.)

## The 2018 LPP Competitive Program (LPP-C)

LPP-C is a three-year program, with nearly $309 million in funding for 2017-18 to 2019-20. The California Transportation Commission (Commission) adopted the 2018 Program in May 2018, consisting of 27 projects, with 34 segments, valued at more than $1.7 billion, and leveraging more than $1.3 billion in other funding. The selected projects provide multimodal improvements in localities across the state, including new transit stations, tracks for passenger rail, high occupancy vehicle and express lanes, active transportation improvements, traffic light synchronization, bus purchases, and local road improvements and rehabilitation. Projects not selected for funding in the current cycle will have the opportunity to apply for funding in subsequent cycles.

## The 2018 LPP Formulaic Program (LPP-F)

The Commission established the Formulaic Program as a two-year, $200 million program covering 2017-18 and 2018-19, with annual programming cycles thereafter. Jurisdictions with voter approved taxes, tolls and fees will be eligible for a formulaic distribution of funds if the taxes, tolls or fees are dedicated solely for transportation.

| **2018 LPP Competitive at a Glance:** | |
|---|---|
| Total programmed LPP-C funds (3-year period) | $309 Million |
| Number of programmed project segments within the 27 approved projects | 34 |
| Total cost of all programmed projects | $1.7 Billion[1] |
| Number of project segments allocated | 13 |
| Total LPP-C dollars allocated | $89.5 Million |
| Number of awarded project segments | 8 |
| Total LPP-C dollars awarded | $67.4 Million |
| Remaining LPP-C funds available for programming | $0 |

[1] Total project cost includes funding from various sources, including LPP-C, LPP-F, ATP, SCCP, SHOPP, and local funds.

## LPP-C Program Status

Cycle 1 of LPP-C funding included programming for 3 years. Cycle 2 is expected to be programmed in 2019-20 and will include projects to be funded in 2020-21 and 2021-22. Six projects in LPP-C Cycle 1 are also funded with other SB 1 funding sources such as the Active Transportation Program (ATP), Local Partnership Program Formula (LPP-F), Solutions for Congested Corridors (SCCP) and the State Highway Operation and Protection Program (SHOPP). 13 projects have received allocations of LPP-C funds totaling $89.5 million with a total project cost of $531 million leveraged with other state and local funds.

## LPP-F Program Status

LPP-F Cycle 1 was adopted by the Commission in January 2018, and Cycle 2 was adopted in October 2018. There are currently 98 projects programmed using $264.7 million of LPP-F funds and other funding sources.

## Program Infrastructure Benefits

Expected benefits (Outputs) for the LPP-C projects are as follows:

| | | Planned as Adopted into Program | | Delivered and Ready for Construction | | Completed and Open to Traffic | |
|---|---|---|---|---|---|---|---|
| **Category** | **Outputs** | **Miles** | **Each** | **Miles** | **Each** | **Miles** | **Each** |
| Local Improvements | New Roadway Lane | 13.1 | - | .9 | - | - | - |
| | Intersections Modified | - | 27 | - | 14 | - | - |
| | Bicycle Lane | 20.2 | - | 6 | - | - | - |
| | Local Road Operational Improvements | 53 | - | 51 | - | - | - |
| | Local Road Lane Rehab | 16.4 | - | 5.5 | - | - | - |
| | Sidewalk | 9.2 | - | 6 | - | - | - |
| | Pedestrian Bicycle Facilities | 12.8 | - | 10.3 | - | - | - |
| | Signs, Lights, Greenway & Other Safety Beautification | - | 50 | - | 50 | - | - |
| | Mixed Flow Lane | 1.6 | - | - | - | - | - |
| | New Bridge | - | 3 | - | - | - | - |
| | Operational Improvements | - | 2 | - | 1 | - | - |
| | Intersections Constructed New | - | 2 | - | - | - | - |
| Intercity Rail / Mass Transit | Transit Vehicles | - | 59 | - | - | - | - |
| | Grade Separation / Rail Crossing Improvements | 17 | - | - | - | - | - |
| | Pedestrian / Bicycle Facilities | 1 | - | - | - | - | - |
| | Station Improvements | - | 1 | - | - | - | - |
| | New Track | 10 | - | 9 | - | - | - |

| | | Planned as Adopted into Program | | Delivered and Ready for Construction | | Completed and Open to Traffic | |
|---|---|---|---|---|---|---|---|
| State Highway Road Construction | Modified / Improved Interchanges | - | 7 | - | 5 | - | - |
| | Mixed Flow Lane Constructed | 7.8 | - | 7.8 | - | - | - |
| | High Occupancy Vehicle Lane Constructed | 24 | - | 2 | - | - | - |
| | Auxiliary Lane Constructed | 3 | - | - | - | - | - |
| | Operational Improvements | - | 8.5 | - | - | - | - |
| | Intersections Modified | - | 5 | - | - | - | - |
| | Sound Wall Constructed | 1.1 | - | - | - | - | - |
| | Pedestrian / Bicycle Facilities | 0.6 | - | 0.6 | - | - | - |

## Baseline Agreements

There are 12 LPP-C projects that require baseline agreements. Three of the 12 are also funded with SB 1 SCCP funds. Two baseline agreements were approved at the August 2018 Commission meeting and seven were approved at the October meeting. The remaining three baseline agreements will be approved in future Commission meetings. There are 15 LPP-C projects that do not require baseline agreements due to the dollar threshold. Baseline agreements are required for projects with total project cost of $25 million or greater or a total programmed amount of $10 million or greater.

- 9 baseline agreements have been approved
- 3 baseline agreements will be approved in a future Commission meeting

## Construction Contract Awards

As of March 31, 2019, eight out of the 13 allocated projects have awarded construction contracts.

The following four contracts were awarded this quarter:

1. City of Woodland's West Main Street Bicycle Pedestrian Mobility Project, expected to be completed Winter 2019.
2. City of Rialto's Alder/Randall Improvement Project, expected to be completed Fall 2020.
3. OCTA's Traffic Light Synchronization project on Garden Grove Blvd from Valley View to Bristol, expected to be completed Summer 2020.
4. OCTA's Traffic Light Synchronization project on Los Alisos Blvd from Melinda/Santa Margarita to Aliso Viejo/Paris, expected to be completed Summer 2020.

The following four contracts were previously awarded:

1. City of Claremont's Foothill Boulevard Master Plan Green Streets Improvement project, expected to be completed Summer 2020.
2. Contra Costa County's Route 680/4 Interchange Phase 3 project, expected to be completed Fall 2021.
3. Santa Clara Valley Transportation Authority's Mathilda Avenue Improvements at Route 237 and Route 101 project, expected to be completed Winter 2020.
4. City of Turlock's Route 99/Fulkerth Road Interchange Improvement project, expected to be completed Summer 2020.

**Completion Reports**

As of March 31, 2019, no completion reports were required.

**Final Delivery Reports:**

As of March 31, 2019, no final delivery reports were required.

**Summarize changes to the scope, cost, schedule and expected benefits**

As of March 31, 2019, there are 12 projects with a Corrective Action Plan as listed on Attachment 2, but only one is considered high risk.

1. LA Metro Orange Line Project – Transit Improvement. As a result of the environmental document, the transit agency is requesting a significant scope change to provide a more cost effective design for the elevated rail section of the project. The scope change will impact the current delivery schedule.

**Attachments:**

1. LPP-C Project List is located on the SB 1 Portal at LPP-C Project List
2. LPP-C Corrective Action Plan

## Local Partnership Program-Competitive Corrective Action Plan

| No. | Dist-PPNO Co-Route | Title | Scope | Schedule | Cost | Benefits |
|---|---|---|---|---|---|---|
| 1 | 03-1217A ED-50 | Western Placerville Interchange PH 2 | | This change will result in no delays to the WPI Phase 2 project that is currently in construction. The change will delay the WPI Phase 2.2 project because of the need to deliver the project as a standalone project and go through the PA/ED, PS&E and R/W phases. The City of Placerville is in process of submitting a 12 mo time extension request to the CTC for the SB 1 LPP-C construction funds, the WPI Phase 2.2 Construction Allocation to be submitted before June 2020 and construct contract award before November 2020. | | |
| 2 | 03-1784 | Capital SouthEast Connector B2 | | The R/W acquisition process has been delayed due to unforeseen circumstances relating to property owner negotiations taking longer than anticipated. A time extension will be submitted. Begin construction is now August 2020. | | The previous scope identified the initial phase as constructing and realigning the intersections of Grant Line/Mosher Roads and Grant Line/Bradshaw roads. The project scope has been expanded for the initial phase to include the widening of Grant Line Road to 4 lanes between Mosher and Bradshaw roads. |
| 3 | 04-2320B | Purchase Hybrid Buses | A change in the number and type of buses to purchase is being requested. Instead of 57 hybrid buses the agency is proposing to purchase 45 high capacity zero emission buses which would meet the state's objective for innovative clean transit. The scope change request has been submitted and awaiting approval. | Due to the potential scope change a time extension request for allocation will be necessary. Construction start date is now February 2021. | | |
| 4 | 04-9098M | Jefferson St Improvements | | The CTC approved a 6-month extension to the contract award date on March 13, 2019, due to design revisions to meet ABE requirements. | | |
| 5 | 04-0298E SM- 680/4 | 680/4 Interchange Ph 3 | | | Bids came in higher than Engineers Estimate, local funds will be used to cover the cost. | |

## Local Partnership Program-Competitive Corrective Action Plan

| No. | Dist-PPNO Co-Route | Title | Scope | Schedule | Cost | Benefits |
|---|---|---|---|---|---|---|
| 6 | 06-6968 MAD-41 | Oakhurst Midtown Connector | | Due to unforseen environmental issues the schedule is delayed. The CEQA lead was changed during the process, resulting in a longer lead time for environmental approval. A time extension request will be submitted. Begin construction is now August 2020. | | |
| 7 | O7-5504 | Metro Orange Line Bus Rapid Transit Improvements | Based on conceptual design & discussions with City of LA, the proposed updated SOW is to construct grade separated structures to elevate the busway, bike path, and stations only at Van Nuys & Sepulveda Blvds, & build four-quadrant railroad-type gates at 35 intersections between North Hollywood & Chatsworth. The scope change has been submitted to Caltrans. Once approved, the scope and schedule will be revised. | Due to scope change request the schedule will be updated. Construction start date is now March 2020 | | |
| 8 | O7-5533 | La Canada Flintridge Soundwalls | The agency submitted a proposed scope change amendment. Caltrans and CTC staff reviewed the proposal and determined that the scope change is minor with increased project benefits. The revised scope will remove two soundwall segments and replace with one segment. | | | |
| 9 | 08-1247 | Calimesa & Yucaipa County Line Rd | | Due to coordination issues with other agencies on infrastructure improvements planned within the limits of this project, an allocation extension will be submitted. Begin construction is now Feb 2020. | | |
| 10 | 08-1244 | Ranchero Rd Widening | | Due to unforseen environmental issues the schedule is delayed. An additional environmental document (ED) is now required specifically addressing the impacts created by construction of the Aqueduct Bridge. A time extension request will be submitted. Begin construction is now December 2020. | | |

## Local Partnership Program-Competitive Corrective Action Plan

| No. | Dist-PPNO Co-Route | Title | Scope | Schedule | Cost | Benefits |
|---|---|---|---|---|---|---|
| 11 | 08-1230 | Redlands Passenger Rail | | | Substantial cost increase due to the award of the Mainline Construction Contract being higher than the estimate and due to unanticipated cost increase associated with utility relocations. San Bernardino County Transportation Agency has provided a new funding plan and the cost increase is being covered with non SB1 funds. | |
| 12 | 11-1333 | Citricado Parkway Transportation Connector | | Revisions to PS&E may be required after issuance of environmental permits. Begin construction is now December 2019. | | |

## State Highway Operation and Protection Program (SHOPP)

The SHOPP is a four-year portfolio of projects adopted by the California Transportation Commission (Commission). Projects included in the SHOPP are limited to improvements relative to the maintenance, safety, safety, operation, and rehabilitation of state highways and bridges that do not add a new traffic lane to the system.

## The 2018 SHOPP Program

The SHOPP is funded with a mixture of federal and state funds, including funds from the Road Maintenance and Rehabilitation Account (RMRA) created by Senate Bill 1 (SB 1.) The 2018 SHOPP was adopted in March 2018 for $18 billion and 1,156 projects for the four-year period ending in fiscal year 2021-22. Approximately $10.2 billion are SB 1 funds. In general, only projects that improve the condition of pavement, bridges, culverts and Transportation Management System (TMS) elements will receive SB 1 funding. SB 1 requires that the Department measure the degree to which progress is made annually toward achieving the following performance targets by 2027:

- Not less than 98% of state highway system pavement in good or fair condition
- Not less than 90% in the
- level of service achieved for maintenance of potholes, spalls, and cracks.
- Not less than 90% of culverts in good or fair condition
- Not less than 90% of TMS elements in good condition
- Fix not less than an additional 500 bridges

| **SHOPP Projects with SB 1 Funding at a Glance:** | |
|---|---|
| Total programmed SHOPP funds (4-year period) | $10.2 Billion[1] |
| Number of programmed projects | 483 |
| Total cost of all programmed projects | $11.4 Billion[2] |
| Number of projects allocated | 483 |
| Total SHOPP dollars allocated | $4.7 Billion[1,3] |
| Number of awarded projects | 87 |
| Total SHOPP dollars awarded | $1.6 Billion[1] |
| Remaining SHOPP funds available for allocation | $5.5 Billion[1] |

[1]This amount represents SHOPP projects with SB 1 funds only. It is not the entire 2018 SHOPP.
[2] This amount includes funds from SB 1, State Highway Account, Federal Trust Fund and SB 1 competitive programs.
[3] The $4.7 billion in total SHOPP dollars allocated includes $1.3 billion in SB 1 dollars.

## Overview

The Commission does not program SHOPP SB 1 funds. Instead, SHOPP SB 1 funding is determined at the time of allocation of each phase of each project. In general, SHOPP SB 1 funding is only allocated to projects that improve the condition of pavement, bridges, culverts and TMS elements. This progress report focuses on projects that have received or are likely to receive SHOPP SB 1 funds.

## Program Status

A total of 483 SHOPP projects have been programmed for a total of $10.2 billion. The 483 projects have received allocations for certain phases of the project totaling $4.7 billion. There is a total of $5.5 billion remaining to be allocated to other phases of the projects. 87 construction contracts have been awarded totaling $1.6 billion.

## Program Benefits

Expected benefits for the SB 1 funded SHOPP projects are as follows:

| | Planned | | Delivered and Ready for Construction | | Completed and Open to Traffic | |
|---|---|---|---|---|---|---|
| **Category of Benefits** | **Quantity** | **Unit of Measure** | **Quantity** | **Unit of Measure** | **Quantity** | **Unit of Measure** |
| Pavement | 5,487.7 | Lane-miles | 1,688.9 | Lane-miles | 70.0 | Lane-miles |
| Bridges | 404 | Bridges | 71 | Bridges | - | Bridges |
| Culverts | 1,344 | Culverts | 143 | Culverts | - | Culverts |
| Drainage Systems | 122 | Systems | 122 | Systems | - | Systems |
| Fiber Optic Cable | 75.7 | Miles | 8.6 | Miles | - | Miles |
| TMS Elements | 7,639 | Elements | 3,187 | Elements | - | Elements |
| Bridge Rail | 45,317 | Linear Feet | 7,722 | Linear Feet | - | Linear Feet |

## Baseline Agreements

As of March 31, 2019, 115 project baseline agreements have been approved. The remaining projects do not require baseline agreements because the PA&ED milestone has not been achieved. Only projects with total project cost of $50 million or greater, or total programmed amount (right-of-way and/or construction, support and capital cost) of $15 million or greater require a baseline agreement.

- 23 baseline agreements were approved this quarter
- 115 baseline agreements have been approved to date
- 185 baseline agreements will be approved in a future Commission meeting

### Construction Contract Awards

As of March 31, 2019, 87 construction contracts have been awarded to date.

- 16 construction contracts were awarded this quarter and are expected to be completed between December 2019 and June 2023.
- 71 previously awarded contracts are expected to be completed between August 2018 and March 2023.

### Completion Reports

As of March 31, 2019, five projects have been completed and opened to traffic. These five projects completed 70 lane miles of pavement in total, as shown in the benefits table. Completion reports are due six months from the date the project is opened to the public if the project has a baseline agreement. The completed projects do not have baseline agreements. Therefore, no completion reports were due this quarter.

1. East Red Bluff CAPM (14 lane miles)
2. Lost Hills Rubber Rehab (36 lane miles)
3. West Long Barn CAPM (4 lane miles)
4. Midpines CAPM (6 lane miles)
5. Oakhurst CAPM (10 lane miles)

### Final Delivery Reports

As of March 31, 2019, no final delivery reports were due this quarter.

### Summarize changes to the scope, cost, schedule and expected benefits

Attachment 2 contains corrective action plans for 221 projects with potential risks in scope, schedule or cost.

## Attachments

1. SHOPP Project List is located on the SB 1 Portal at SHOPP Project List
2. SHOPP Corrective Action Plan

**ATTACHMENT 2**

# State Highway Operation and Protection Program Corrective Action Plans - SB 1 Funded projects

| No. | Dist-PPNO Co-Route | Title | Scope | Schedule | Cost | Benefits |
|---|---|---|---|---|---|---|
| 1 | 01-1055 DN-199 | HUM-199 Culverts | | | Cost increase will be addressed by available G-12 capacity | |
| 2 | 01-2302 HUM-96 | Three HUM Bridges | | M200, PAED, was scheduled for 2/1/2019. M200, PAED, is expected on 4/19/2019. Waiting for SHPO Section 106 Compliance. | EACs to Budget are all below 100%. | |
| 3 | 01-2433 HUM-299 | HUM-299 Culverts | One culvert was removed because it is being addressed by a safety project (01-0F470) further along in project development. | The project has two schedules. PRSM and the project team were not using the accelerated schedule approved by the CTC. A PDT will be scheduled to review the accelerated project schedule. | The construction cost estimate is still preliminary with multiple alternatives still being evaluated. The design team just received survey information and better location information about culvert outlets. A focus meeting is being scheduled between Design, Construction, and Environmental to finalize access to project locations. Project costs will be monitored over the next 6 months for consideration of a PCR. | |
| 4 | 01-3104 LAK-53 | EAST LAKE CO TMS | | Schedule was updated. No CTC action required. | | |
| 5 | 01-4545 MEN-271 | McCoy Creek Bridge Replacement | | | A G-12 will be processed (if necessary) to adjust Construction Support resources. | |
| 6 | 01-4636 MEN-1 | RUSSIAN GULCH BRIDGE | Bridge SMI determined the bridge to be seismically deficient and needs to be changed to a Bridge Replacement. Project 01-40140 is being delayed to FY 21/22 and UNPAR of this project. The district has constrained resources and this project has a lower priority. | PCR submitted to UNPAR project due to the district's constrained resources | District proposes to UNPAR project. As funding becomes available in the future this project will be reprogrammed. | Delivery of higher priority projects |
| 7 | 01-4692 MEN-162 | South Eel River Bridge Seismic | | | Expected expenditures will be monitored and cost overages will be covered by available G-12 capacity. | |
| 8 | 01-7002 HUM-101 | HUM-101/MEN-271 Culverts | | | The current preliminary cost estimate indicates ROW Capital Cost has increased. ROW cost increases are due to mitigation acquisition and credits due to access points for culvert outlets that are likely to change. The additional costs will be monitored through PA&ED and addressed in a PCR submitted prior to completing PA&ED. | |
| 9 | 01-7017 LAK-29 | MT KONOCTI TMS | | Schedule was updated. No CTC action required. | | |
| 10 | 02-3314 SIS-96 | 96 Culverts | | | Cost increase will be addressed by available G-12 capacity | |
| 11 | 02-3346 SHA-5 | Sidehill & Dog Creek Seismic Retrofit | | | Construction SHOPP Support funding was increased to $8,497,000 by a supplemental vote at the June 2018 CTC meeting. Workplan EAC $8,469,000 is less than $8,497,000. | |
| 12 | 02-3424 SIS-263 | 263 Klamath River Bridge | | | Cost increase will be addressed by available G-12 capacity | |

# State Highway Operation and Protection Program Corrective Action Plans - SB 1 Funded projects

| No. | Dist-PPNO Co-Route | Title | Scope | Schedule | Cost | Benefits |
|---|---|---|---|---|---|---|
| 13 | 02-3445A SHA-005 | Redding to Anderson Six Lane - Phase 1 & 2 | | | R/W support should be $280k programmed + $222,000 approved G-12 = $502k. The correct expenditures from Advantage are $480,000. The EAC of $481k is within the approved amount of $502k.<br><br>R/W Capital programmed should be $1,302,000 from the combined EA's of this project (4C403, 4C404, 3H730, 2H880) instead of $1,262,000 and the expenditures are lower. Note that the table's report of expenditures being $456,000 is incorrect with the actual expenditures reported from Advantage being approximately $450,722. | |
| 14 | 02-3453 TEH-36 | East Red Bluff CAPM | | | The budget and estimates at complete are not correct. The project manager is working to rectify the issues. | |
| 15 | 02-3468 LAS-036 | Good Fred | | | This is the combined project of 02-4F560 and 02-4E460. The budget will not be exceeded | |
| 16 | 02-3485 TRI-3 | Swift Creek Bridge Replacement | One borrow site was removed from the project, resulting in a change in the project end post mile limit from 61.9 to 60.7. This change was requested in a PCR for CTC approval at the May 16, 2019 CTC meeting. | | Planned R/W Capital Costs were reduced by $69k as a second disposal site was removed from the project. Planned Construction Capital Costs were increased by $2,863k due to a need to raise the profile of the bridge and high cost escalations for pre-cast structural elements and steel. These cost changes were submitted in a PCR for CTC approval at the May 16, 2019 CTC meeting. | |
| 17 | 02-3515 TEH-5 | Sacramento River Bridge Seismic | | Additional time was needed to complete the structural seismic analysis. The project is anticipated to be delivered within the originally committed fiscal year (19/20 FY) | | |
| 18 | 02-3522 MOD-299 | Caldwell Bridgeway | | | The $395k "final anticipated expenditure" is based on a RW Data Sheet update capturing additional mitigation costs. The funds will come from the district's annual right of way capital allocation amount after processing a district-approved PCR. | |
| 19 | 02-3543 VAR-005 | Sims Crag Combine | | | Construction Capital request for funds for the May CTC meeting is $20,037,000 which is greater than the report's EAC of $17,875,000. | |
| 20 | 02-3549 TEH-Var | District Wide Scour Counter-Measures | | | A PCR has been submitted for CTC approval at the May 2019 meeting; The requested funds are available within the district's variance. | |
| 21 | 02-3586 TRI-3 | Trinity 3 Drainage | | Additional time is needed to complete the PS&E activities | | |
| 22 | 02-3587 PLU-70 | Plumas 70 Drainage | | R/W cert has been adjusted to provide additional time for acquisitions. | | |
| 23 | 02-3589 MOD-139 | Modoc 139 Drainage | Some of the 15 culverts planned for this project received corrective work from another project so the scope is no longer needed in this project. A PCR will be submitted to modify the performance measures. | | | |

# State Highway Operation and Protection Program Corrective Action Plans - SB 1 Funded projects

| No. | Dist-PPNO Co-Route | Title | Scope | Schedule | Cost | Benefits |
|---|---|---|---|---|---|---|
| 24 | 02-3619 PLU-70 | Cromberg Rehab | | | After a field visit and consultation with field maintenance, extensive repairs & upgrades to existing drainage systems will result in increased phase 2&9 costs. | |
| 25 | 02-3668 TRI-299 | Trinity Culverts | | Project PA&ED was moved out one month to allow additional time to compile the environmental document and project report for this multiple site project. Remaining project milestones are unaffected. | | |
| 26 | 02-3685 SIS-5 | Dunsmuir GAP | | | Our plan is to monitor the workplan and request G-12 if needed. | |
| 27 | 02-3696 SIS-5 | I 5 Big and Tall | | Similarly to cost, once a future (beyond PA&ED) funding source is secured the schedule will be revised accordingly. | This project was originally only programmed for PA&ED. All future (beyond PA&ED) phases are currently unfunded. | |
| 28 | 03-2425 BUT-99 | Cottonwood Creek Bridge Replacement | | Begin Construction milestone pushed out due to requirement of 408 Permit. | Project Change Request submitted to cover increased estimates for Mitigation costs (Right of Way Capital) and roadway excavation (Construction Capital). | |
| 29 | 03-2433 BUT-99 | But 99 Bridge Rail Replacement | Change in Bridge Rail Length due to improved accuracy with utilization of annual database now incorporated. | | Project Change Request (PCR) submitted to cover increased mitigation costs (Right of Way Capital). | |
| 30 | 03-2950 COL-20 | Colusa Rehab | | | Documentation PCR to increase R/W Capital to $500K approved on 2/26/18. | |
| 31 | 03-3317 ED-50 | ED 50 Culvert Rehab | | | R/W estimate will be refined after access and easement needs are determined. A PCR will processed if needed. | |
| 32 | 03-3335 ED-50 | Culvert Rehab and Wildlife Crossing | | | PCR submitted for April 2019 PCR meeting to increase construction capital funds. | |
| 33 | 03-5854A SAC-005 | Sac 5 Corridor Enhancement Project | | | The project expenditures are incorrect on this project. The expenditures are a combination of multiple projects. PA&ED and PSE expenditures are not associated with this project ID, and RW support planned expenditures are at $1,916k. | |
| 34 | 03-5863 SAC-5 | I-5 West End Viaduct | | | This project is funded through PA&ED only. | |
| 35 | 03-5868 SAC-5 | I-5 Permit Load Mobility Improvement | | | This project is only funded through PA&ED. | |
| 36 | 03-5869 YOL-5 | I-5 Vertical Clearance (Colusa & Yolo) | | | Support phases beyond phase 0 (PA&ED) have not been funded. We are currently seeking competitive funding for this project beyond the 0 phase. | |
| 37 | 03-6177 SAC-50 | Sac 50 - Rehab Pavement | | | Requested update to PRSM to match voted amount for construction capital. | |
| 38 | 03-6248 SAC-50 | Sac/ED Fiber Optics | Scope Reduction creation and submittal of PCR in Process | PA&ED and Right of Way Cert milestones extended for evaluation of design alternatives to manage projected increased costs for fiber optic installation. | | |
| 39 | 03-6254 SAC-050 | Sac 50 Design-Build | | | The ETC will be corrected before the next quarterly report. | |
| 40 | 03-6411 SAC-5 | SAC Connector Ramp Meters | | Schedule moved out to accommodate the Lean 6 sigma schedule. | | |
| 41 | 03-6925 SAC-99 | Sac 99 Fiber Optics | | | Supplemental will be submitted. | |

# State Highway Operation and Protection Program Corrective Action Plans - SB 1 Funded projects

| No. | Dist-PPNO Co-Route | Title | Scope | Schedule | Cost | Benefits |
|---|---|---|---|---|---|---|
| 42 | 03-8132 SUT-20 | Sutter Bypass Widening & Rehab | | | Will adjust RW Support EAC to stay within allowable programmed allocation. | |
| 43 | 03-8140 YUB-20 | Feather River Scour | The performance output should be corrected to 182,470 SQ. FT. | | | |
| 44 | 03-8563 YOL-5 | I-5 Vertical Clearance (Yolo) | | | Support phases beyond phase 0 (PA&ED) have not been funded. We are currently seeking competitive funding for this project beyond the 0 phase. | |
| 45 | 03-8571 YOL-5 | AVC REPAIR & INSTALL | | Approved Contract is 7/25 due to time required by HQOE to advertise, award and approve contract. | Voted on March CTC for $11,107,000. Received approved E-76. | |
| 46 | 03-8784 YOL-80 | 4F650 Yolo Pavement Rehab | | | This project is funded through PA&ED only. | |
| 47 | 03-9427 YOL-275 | Yol-275 Tower Br Fender Replc | | | Cost increase will be addressed by available G-12 capacity. Project support overrun for RWC and CONS are within G12 capacity. Project overrun of RWC within District phase-9 allocation. | |
| 48 | 03-9504 YOL-505 | Putah Creek | | | PDT will evaluate the increase in cost for RW capital and work to develop plan to reduce cost. | |
| 49 | 04-0044Q ALA-880 | Ala 880 Roadway Rehabilitation Project | | | On March 14, 2019, CTC approved $4,666,000 supplemental funds to award the contract. | |
| 50 | 04-0050N ALA-880 | Lake Merritt Railroad Bridge Replacement | | | The actual PS&E and right of way sunk cost since the project was re-programmed in June 2018 are still under the programmed amounts. | |
| 51 | 04-0086U NAP-121 | SR 121 Repair Bridge Girders. | | | EAC will be reduced to match the programmed budget. | |
| 52 | 04-0298E CC-004 | I-680/SR 4 Interchange - Widen Route 4 (Phase 3) | | Construction End date is updated given the wet weather experienced in the Bay Area. Contract awarded on 10/17/2018 compared to a planned date of 09/19/2018 | Lowest responsible bid was higher than the Engineer's Estimate (construction bid items: $86,305,702 v. $80,131,851). CCTA utilized available local funds (borrowed from future projects) to award the contract and maintain the schedule. Discussions with Caltrans for additional contribution to SHOPP funded projects are ongoing since bid prices for SHOPP elements in the project (e.g. replacement of the Grayson Creek Bridge) had the largest share of increase. | |
| 53 | 04-0315D MRN-1 | OLEMA CREEK | | | The project has requested G-12 funding for Construction Support and R/W Support. | |
| 54 | 04-0350H MRN-101 | Bridge replacement San Rafael harbor creek | | | Cost increase will be addressed by available G-12 capacity | |
| 55 | 04-0480C MRN-1 | Millerton Gulch Br Scour Mitigation | | DPAC contract approval process takes longer than anticipated. Therefore, there is a delay in start of construction. | | |

# State Highway Operation and Protection Program Corrective Action Plans - SB 1 Funded projects

| No. | Dist-PPNO Co-Route | Title | Scope | Schedule | Cost | Benefits |
|---|---|---|---|---|---|---|
| 56 | 04-0480N SOL-80 | Br Rehab+Scour | Substructure rehabilitation and scour mitigation in Solano County on Route 80 and 505. | Milestone<br>120: DED 11/21/18(A)<br>200: PA&ED 3/22/19(A)<br>221: BSS 5/22/19<br>300: PS&E (65%) 1/6/20<br>377: PS&E (95%) 5/29/20<br>378: Draft Struc PS&E 6/30/20<br>380: PS&E (100%) 7/31/20<br>410: R/W Cert 9/21/20<br>460: RTL 9/25/20<br>470: Fund Allocation 12/10/20<br>480: HQ Advertisement 1/06/21<br>490: Bids Open 2/10/21<br>495: Award 3/10/21<br>500: Approve Contract 4/14/21<br>600: CCA 7/31/23<br>800: End Project 7/31/25 | Component<br>PA&ED $990,000<br>PS&E $880,000<br>R/W Support $66,000 ($101,000)<br>Construction Support $880,000 ($1370,000)<br>R/W Capital $423,000 ($715,000)<br>Construction Capital $1,379,000 ($4,317,000) | |
| 57 | 04-0481H SCL-101 | SCL 101 Br. Rail Replacement/Upgrade | | | PCR processed and submitted for May 2019 CTC meeting consideration to increase the construction capital. | |
| 58 | 04-0481R SOL-80 | sol 80 raise oc | | | CAPITAL $16 Mi | |
| 59 | 04-0481V SF-001 | 04-4K110_SF 001 19th AVE. CAPM AND INTERCONNECT SIGNALS | | Contract Approval is changed to 4/10/2019. | | |
| 60 | 04-0483W ALA-880 | Ala-880 CAPM, Fremont OC to High UC | | | Cost increase will be addressed by available G-12 capacity. | |
| 61 | 04-0488K SON-12 | CAPM 12 | | | Cost increase will be addressed by available G-12 capacity. | |
| 62 | 04-0585E SF-1 | 04-4C130_SF 001 19th AVE. CAPM REHABILITATE ROADWAY | | Need to match with child EA 4K110. This project was combined with 0J700 in Construction to become child EA 4K110. This 4C130 should be remove in this progress reporting . | | |
| 63 | 04-0587D SF-101 | Alemany Circle UC Deck Replacement | The project scope of work is increased because of the additional City streets that may need to be restored due to additional TMP traffic and because of the Transportation Demand Management work recommended by the City of San Francisco. | | The US-101 Deck Replacement project at Alemany Circle capital cost may potentially increase to $40M because of the following: additional use of SF traffic control officers, proposed contractor incentives in the construction contract to expedite construction period, additional overall 10% contingency cost and cost of repairing City streets within TMP detour. The project PSE and Construction support cost may be increased due to extensive Transportation Demand Management outreach work. | |
| 64 | 04-0622B SM-1 | SM-1 CAPM | | ROW Cert was delayed due to delay in PA&ED. | | |
| 65 | 04-0756K MRN-1 | Lagunitas Creek Bridge | | | Cost increase will be addressed by available G-12 capacity | |
| 66 | 04-0830B NAP-128 | Capell Creek Bridge Replacement | | | EAC will be reduced to match the programmed budget. | |
| 67 | 04-1451A SON-101 | Replace Bridge Rails | | Typo error on the approved completion date. The current completion date is correct. | Cost increase will be addressed by the available G-12 capacity. | |
| 68 | 04-1451C NAP-128 | Hopper Slough Br. | | | EAC will be reduced to match the programmed budget. | |

# State Highway Operation and Protection Program Corrective Action Plans - SB 1 Funded projects

| No. | Dist-PPNO Co-Route | Title | Scope | Schedule | Cost | Benefits |
|---|---|---|---|---|---|---|
| 69 | 04-1452A SM-1 | SM-1 TOS | | D4 was informed that Phase 0 allocation had occurred at programming as noted in SHOPP prog request form submitted in September 2017. However, no Phase 0 allocation was approved concurrently with project programming. A new Phase 0 allocation request had to be submitted in 2018 which ultimately delayed the PA/ED start date. Hence the change in PA/ED and PS&E milestone dates. At this time project RTL is not expected to change. | Phase 1 ETC will be reduced to match EAC. | |
| 70 | 04-1452F SOL-80 | Sol-80/29 Separation | | | Capital $12.3M | |
| 71 | 04-1452J ALA-61 | ALA-61 CAPM | | | Continuous discussions with the PDT will be conducted to resolve any potential cost increases in order to ensure that the proposed costs are necessary for the scope of work for this project; a PCR may be needed if the increase in the R/W Capital is warranted. | |
| 72 | 04-1453J SON-1 | Son 1 Culverts Rehab | | | Cost increase will be addressed by available G-12 capacity. | |
| 73 | 04-1454C ALA-84 | CAPM ALA-84-6.9/10.8 | | Potential Relinquishment of State Route 84 to the City of Fremont . Relinquishment Bill SB 989 signed on 9/17/18 and SR 84 PID relinquishment is underway under EA 1Q740K.<br>PA&ED moved from 4/1/20 to 11/2/20 to allow time for relinquishment to go through and at the same time saving state resource. | | |
| 74 | 04-1462K NAP-29 | Bridge Rail Replacement | | | EAC will be reduced to match the programmed budget. | |
| 75 | 04-1462R CC-4 | CC-4 CAPM | | Minor change to M200, PA&ED date from 6/1/2020 to 7/15/2020. No change to the RTL date of 6/1/2022 is anticipated at this time. | | |
| 76 | 04-1480B SCL-17 | SCL 17 CAPM | Drainage items increased from 53 to 292 systems.<br>Signal upgrades at six intersections. | RTL delayed to 6/15/2019 to accommodate additional scope. (No change in fiscal year). | Construction Capital increase by $23,059,000<br>Construction Support increase by $2,750,000<br>R/W Capital increase by $36,000<br><br>The $23M in cost increase in Construction Capital:<br>•$3.6M in additional Pavement costs due to increases in quantities and unit prices.<br>•$5.3M in additional Drainage work due to poor facility condition.<br>•$2.2M is due to Signal Upgrades triggered by ADA curb ramps.<br>•$2.0M is due to increases in COZEEP, Minor Items and Supplemental Work.<br>•$9.9M is due to adjustments in Mobilization TRO, Contingency, and Escalation.<br><br>The additional $2.75M in Construction Support comes from a better estimate of working days and staging and to accommodate the increase in scope from the drainage and signal systems. | |

# State Highway Operation and Protection Program Corrective Action Plans - SB 1 Funded projects

| No. | Dist-PPNO Co-Route | Title | Scope | Schedule | Cost | Benefits |
|---|---|---|---|---|---|---|
| 77 | 04-1482Q CC-580 | CC-580 Stege Drain super-structure | | | District approved PCR has been submitted to HQ to increased the Construction Support Cost and Construction Capital cost. | |
| 78 | 04-1483S SF-101 | 04-2J800_SF 101 Bridge Painting PID | | Due to Right-of-way deliver risks, Right-of-way Certification and RTL target dates are changed to 6/27/2019 and stay within the same fiscal year of delivery. | | |
| 79 | 04-1485K SM-101 | Bridge Rail Replacement | | R/W Cert (M410) per adopted SHOPP is 02/01/2021, and it is incorrect (typo error). It should be 12/01/2021 per approved PID Refresher. A request will be processed to correct it. | | |
| 80 | 04-1487A ALA-580 | TMS on ALA-580 | 14 TOS elements will be removed from scope of this project. These 14 locations are now in working order due to past service contracts or are covered by other projects. A PCR will be processed to document the subject scope reduction. | | 14 TOS elements will be removed from scope of this project. These 14 locations are now in working order due to past service contracts or are covered by other projects. As a result of the scope adjustment, the construction capital cost will be reduced $470,000. A PCR will be processed to document the subject cost reduction. | |
| 81 | 04-1487D SON-101 | San Antonio Crk | | | Cost increase will be addressed by available G-12 capacity | |
| 82 | 04-1487E CC-80 | Roadway Rehab 2R | | PA&ED pushed from 4/1/20 to 4/15/20 to allow more time in selecting the pavement strategy that has the best life cycle cost and at the same time minimizes environmental impact. | | |
| 83 | 04-1487J SM-101 | SM-101 Pavement Preservation | A PCR is being processed to split this CAPM project into two children project EA 3J061 for Mainline Paving and EA 3J062 Ramps Paving and Upgrade to ADA Compliance, and combine child EA 3J061 for Mainline Paving with the Managed Lanes Project EA 1J569 during Construction Phase. | A PCR is being processed to split this CAPM project into two children project EA 3J061 for Mainline Paving and EA 3J062 Ramps Paving and Upgrade to ADA Compliance, and combine child EA 3J061 for Mainline Paving with the Managed Lanes Project EA 1J569 within FY19/20 delivery . The schedule was revised to deliver the child EA 3J062 for Ramps Paving and Upgrade to ADA Compliance to later date within the same FY . | A PCR is being processed to split this CAPM project into two children project EA 3J061 for Mainline Paving and EA 3J062 Ramps Paving and Upgrade to ADA Compliance, and combine child EA 3J061 for Mainline Paving with the Managed Lanes Project EA 1J569 for Construction Capital and Construction Support Costs. | |
| 84 | 04-1488T ALA-VAR | Detection Restoration Service Contract | | | EAC will be corrected before the next quarterly report - no CTC action is anticipated. | |
| 85 | 04-1488V CC-VAR | Detection Restoration Service Contract | | | EAC will be corrected before the next quarterly report - no CTC action is anticipated. | |
| 86 | 04-1490C SCL-82 | CAPM only in City of Santa Clara | | | The Phase 3 of project expenditure just started. EAC ($662K) has been adjusted to($395K) in PRSM to be under the Phase 3 budget ($400K) that will reflect at the next reporting period. | |
| 87 | 04-1493K MRN-101 | Irwn Cr Br Rehab Culvert | | | Cost increase will be addressed by available G-12 capacity | |
| 88 | 04-1494C ALA-185 | ALA 185 CAPM | Project limits will be updated to delete the limits that was relinquished to the County of Alameda and add the new limits on State Route 112. | PA&ED, Ready to List, and Begin Construction dates have been updated to address additional work required from the project limits change. | | |
| 89 | 04-1494E NAP-29 | Bridge Rail Replacement | | | R/W Capital cost increased from $ 295K to $ 1,361K due to utility relocation | |
| 90 | 04-1494G SM-1 | SM-1 Pescadero Crk. Br. rails | | | ETC will be reduced to match EAC | |

# State Highway Operation and Protection Program Corrective Action Plans - SB 1 Funded projects

| No. | Dist-PPNO Co-Route | Title | Scope | Schedule | Cost | Benefits |
|---|---|---|---|---|---|---|
| 91 | 04-1498G SM-280 | SM-280 Seismic at 6 Br.s | | | ETC will be reduced to match EAC for future project phases 1, 2 and 3. However, project is currently in Phase 0, the support budget for which is inadequate at $600K. Early SB1 programming in Oct 2017 and concurrent allocation (D4 SHOPP did not request allocation at programming) prevented the district from submitting a PCR to right size Phase 0. At this time, it is anticipated that G-12 and perhaps additional funds will be required to complete Phase 0 and assess potential impacts from proposed excavation of gabion along creek banks and fish passage improvements within the creek @ Alpine/I-280 undercrossing. Project support and capital costs will be updated by late Fall 2019. A future PCR will likely be needed. | |
| 92 | 05-0072A SLO-1 | Old Creek Bridge replacement | | | Seek G-12 for PS&E support | |
| 93 | 05-1501 MON-001 | SALSIPUEDES CREEK BRIDGE SCOUR MITIGATION | | | The planned expenditures of construction support are $210,000 over the programmed amount. The available G-12 ($200,000 + 10%) will be utilized to cover the over expenditure. | |
| 94 | 05-1967 SCR-1 | DAVENPORT CULVERT REPLACEMENT | | | It is anticipated that project will stay within the programmed amount/G-12 amount. Project manager is tracking the expenditures closely to ensure that the project support costs for PA&ED stay within the amount programmed. Project capital construction estimates have been updated to reflect refinements in design. A PCR is currently being processed to update programming. | |
| 95 | 05-2230 MON-1 | REPLACE CULVERT NEAR LIMEKILN CREEK | | Current M500 has shifted from approved due to slight delay in achieving PA&ED. | | |
| 96 | 05-2387 SLO-101 | Pismo Creek Scour Repair Project | | | The planned expenditures of construction support are $18,000 over the programmed amount. The available G-12 ($200,000 + 10%) will be utilized to cover the over expenditure. | |
| 97 | 05-2392 SB-154 | Cold Spring Bridge Maintenance Inspection Access | | This project has always been programmed in the 20/21 FY. An RTL date in the 19/20 FY was inadvertently entered in the Baseline Agreement. | A PCR to increase programming for construction support cost will be processed after 95% plans are completed. | |
| 98 | 05-2478 MON-1 | Replace 7 Culverts on Mon-1 | | | Cost increase will be addressed by available G-12 capacity. | |
| 99 | 05-2534 MON-1 | Big Sur CAPM | a PCR was submitted in September 2018 to update the performance measure to match the new metrics in the SHOPP tool. | | | |
| 100 | 05-2538 SCR-17 | N Route 17 CAPM | | | Cost increase will be addressed by available G-12 capacity. | |
| 101 | 05-2542 SB-1 | Las Cruces CAPM | | | Cost increase will be addressed by available G-12 capacity. | |
| 102 | 05-2546 MON-101 | Paris Valley 2R Rehab | | | The project was awarded for $27,482,000 on 4/3/19. No corrective action needed. | |

# State Highway Operation and Protection Program Corrective Action Plans - SB 1 Funded projects

| No. | Dist-PPNO Co-Route | Title | Scope | Schedule | Cost | Benefits |
|---|---|---|---|---|---|---|
| 103 | 05-2548 MON-101 | King City Combined Projects | | | This project is the child of three projects (05-1C960, 1F750, and 1H620) combined for construction at vote. The only phases programmed for the child project (05-1F75U) are construction support and construction capital. Expenditures shown for all other phases are from parent projects. | |
| 104 | 05-2561 SB-101 | Nojoqui Creek Bridge (51-0018) Railing Upgrade | | | A PCR will be processed to increase programming for construction support. | |
| 105 | 05-2565 MON-101 | San Antonio River bridge-seismic retrofit | | | PCR was submitted for May 2019 CTC meeting to increase capital construction costs. | |
| 106 | 05-2632 SB-246 | Lompoc CAPM | | | Negotiations with railroad to upgrade a crossing resulted in an increase in required right of way capital. As the design team determines the actual right of way needs for ADA ramp work that need may adjust up or down. A PCR will be processed prior to the delivery year. | |
| 107 | 05-2651 SB-154 | Rehab Primavera & La Colina Bridges | | | A PCR will be processed to increase programming for construction capital and support. | |
| 108 | 05-2655 SCR-9 | San Lorenzo River Bridge and Kings Creek Bridge Replacement | | This project originally was a bridge rail replacement project, but due to age, seismic, scour, and environmental impacts has become a bridge replacement projects which caused some adjustment to the schedule. | | |
| 109 | 05-2679 MON-101 | Prunedale Rehab | | A PCR is currently in process to update schedule. | This is a G-13 contingency project. Therefore Construction Support and Capital are not programmed and will be in the future. | |
| 110 | 05-2700 SB-101 | Gaviota-Nojoqui Rehab | | | This is a G-13 Contingency project. Once the construction capital and support are programmed the discrepancy will be eliminated from the report. | |
| 111 | 05-2804 SCR-001 | Santa Cruz 1 CAPM and Bridge Rails | | | 05-1C85U combine projects 05-1C850 and 05-1F520 for construction; only Construction Support and Capital were programmed. R/W Support was paid in the parent projects, and did not overspend. | |
| 112 | 05-4022 SLO-101 | SLO 101 N Cnty TMS | | | A PCR is currently being processed to increase programming for construction capital. | |
| 113 | 06-6661 KER-99 | Bakersfield 99 Rehab | | | Cost increase will be addressed by available G-12 capacity | |
| 114 | 06-6673 KER-58 | Summit OH Bridge Rails | | | A PCR for additional R/W Capital was approved in 2017. | |
| 115 | 06-6679 TUL-99 | Tipton Bridge Deck Rehab | | | PCR for Construction Capital cost increase is pending approval of supplemental PSSR | |
| 116 | 06-6681 KER-99 | Union Ave to White Lane 2R Rehab | | | Cost increase will be addressed by available G-12 capacity | |
| 117 | 06-6725 FRE-5 | Tumey Gulch III | | | The construction capital of $12,443,000 under the Expenditures tab is incorrect. Per the Supplemental Project Scope Summary Report (Structure Rehabilitation) dated September 18, 2018, the construction capital is estimated to be the programming amount of $10,898,000. | |
| 118 | 06-6737A KER-099 | Northbound 2R/Fast Freight Corridor | | | The cost increase will addressed by available G12 Capacity. | |

# State Highway Operation and Protection Program Corrective Action Plans - SB 1 Funded projects

| No. | Dist-PPNO Co-Route | Title | Scope | Schedule | Cost | Benefits |
|---|---|---|---|---|---|---|
| 119 | 06-6749 KER-5 | Grapevine Channel Repair | | Milestone M410 RW Cert is still pending due to the processing of the utility policy exception. | | |
| 120 | 06-6753 FRE-5 | Derrick CAPM | | | The construction support allocation is $1,200,000. The project manager will monitor expenditures and if required, process a G-12 request for additional support. | |
| 121 | 06-6754A FRE-168 | Shaver to Huntington CAPM & Culvert Rehab | | | Only construction support and capital have been programmed for this EA. All R/W components have been deleted in PRSM so there should not be a corresponding EAC . | |
| 122 | 06-6755 KER-43 | Enos Lane CAPM & ADA Curb Ramps | | | The construction support is currently high and will be reviewed and refined as the construction working days are better known. | |
| 123 | 06-6771 FRE-41 | SOUTH FRESNO VIADUCT POLYESTER CONCRETE OVERLAY | | | Construction Capital: Expenditures in this system is showing the original programmed amount of $7,050,000. Funding is showing the contract award amount of $5,946,000. The Funds Request requested $6,994,000. There are sufficient funds to award and move forward with the project. No corrective action is needed. | |
| 124 | 06-6788 TUL-99 | Pixley-Earlimart Bridge Rail | | | Structures estimate has doubled as a result of item cost increases over the last few years. A Project Change Request will be submitted by April 2020. | |
| 125 | 06-6789 MAD-99 | Berenda CAPM | | Due to the ongoing construction of an adjacent widening project, which will take about eighteeen months to complete, an eighteen months extenion to construction funds allocation will be requested in the June CTC meeting. This will move the award date to March 2021. | | |
| 126 | 06-6795 TUL-99 | Tul-Fre-Mad Pumping Plant Upgrades | | Contract Approval date (M500) moved from 4th quarter 2019/20 to 1st quarter 2020/21 to account for post-bid/award inquiries and any complications that could cause delays in approving contracts. Moving this date will not affect the delivery or construction of this project. | | |
| 127 | 06-6796 KER-Var | Kern-Kings Pumping Plant Upgrades | | Contract Approval date (M500) moved from 4th quarter 2019/20 to 1st quarter 2020/21 to allow to account for post-bid/award inquiries and any complications that could cause delays in approving contracts. Moving this date will not affect the delivery or construction of this project. | | |
| 128 | 06-6798 KER-184 | Morning Drive 3R Rehab | | Delay due to need for additional environmental surveys. Time extension will be submitted in the June 2019 CTC meeting. | | |
| 129 | 06-6800 FRE-99 | Selma to Fowler Rehab | | | Construction Capital and Support are SHOPP G-13 Contingency. | |
| 130 | 06-6803 KER-184 | Weedpatch Hwy 3R Rehab | | PCR in process to extend the PSE allocation year. | | |

# State Highway Operation and Protection Program Corrective Action Plans - SB 1 Funded projects

| No. | Dist-PPNO Co-Route | Title | Scope | Schedule | Cost | Benefits |
|---|---|---|---|---|---|---|
| 131 | 06-6820 KER-5 | Lost Hills Rehab | | The schedule was delayed to account for the change in rehab strategy during PA&ED. | Construction capital increased from $22,900,000 to $25,700,000 due to the change in rehab strategy. During PA&ED, the Structural Section Recommendation (SSR) was more extensive than what was recommended in the PSSR. The SSR was based on the latest traffic data and resulted in thicker sections. A PCR was approved on 3/27/19 to update the cost change for the project. | |
| 132 | 06-6873 KIN-41 | STRATFORD KINGS RIVER BRIDGE REPLACEMENT | | PA&ED has been temporarily moved out pending Value Analysis Study results due to possible additional Environmental impacts from potential cost saving solutions. | | |
| 133 | 06-6876 KER-99 | I-5 Fast Freight Corridor I-5/Rte 99 Separation | | | Construction support and capital have been combined at construction with 06-0T200 to form EA 06-0T20U. These components have been removed from PRSM for this EA so an EAC is no longer projected. | |
| 134 | 06-6883 FRE-99 | TMS Element Upgrade/Repair | | RTL is late in the fiscal year. Needed to push M500 out to allow enough time fro the contract approval process. | | |
| 135 | 06-6889 KER-204 | Golden Empire CAPM | | Adjusted date to accommodate OE review time | | |
| 136 | 06-6921 FRE-198 | Fresno 198 Culvert Rehab | | A PCR will be submitted at the August CTC meeting to meet the new milestone dates. | | |
| 137 | 07-4698 VEN-23 | Pavement Rehab | | | Per the lowest qualified bid - $4.42 million | |
| 138 | 07-4712 LA-10 | LANE REPLACEMENT | If approved by district upper management add departure/approached slab replacement for structures within project limits. | RTL (M460) is changed from Feb. 2020 to Jun. 2020. | There will be a capital cost increase to either alternative one $22,358,000 or alternative two $29,310,435. In addition, a support increase from $8,444,000 to $17,000,000 based on the functional units request.<br><br>Major Items Cost Differences:<br>1.) Earthwork + Pavement Structural: increase to $4,321,600<br>2.) Traffic Items + State Furnished Materials and Expenses: increase to $2,768,100<br>3.) Mobilization: increase to $2,494,500<br>4.) Roadway Contingency: increase $1,818,700<br>5.) Others: $1,496,000 | |
| 139 | 07-4729 LA-1 | Bridge Paint | | project will be unparred pending future CTC approval | | |
| 140 | 07-4801 LA-210 | Pavement Preservation | | | The estimated construction capital for the project is currently at $178 Million, which is over 120% of the programmed capital cost. Project team is in the process of identifying a corrective action to reduce the cost, but in the event the cost cannot be reduced, a greater than 120% Funds Request may be requested. | |

# State Highway Operation and Protection Program Corrective Action Plans - SB 1 Funded projects

| No. | Dist-PPNO Co-Route | Title | Scope | Schedule | Cost | Benefits |
|---|---|---|---|---|---|---|
| 141 | 07-4910 LA-5 | Upgrade Pumps | | | Request for Greater than 120 in the total amount of $11,874,000 being made for June 2019 CTC due to electrical service lines that need to be upgraded on all 9 pump station locations to accommodate for larger sized pumps based on new criteria for a 50-yr storm. | |
| 142 | 07-4915 LA-101 | Bridge Replacement | | | G-12 will be submitted for increase in support in Phase 1. | |
| 143 | 07-4972 VEN-1 | OH span replacement | As per the updated Advanced Planning Study (January 2019), existing bridge column bents need to be retrofitted. | Request for time extension to start phase 1 in June CTC meeting. | Updated Advanced Planning Study increased the capital cost to about $5 million from $1.8 million, due to increase in material cost and requirement of retrofit of all column bents. Support cost is being re-evaluated. | |
| 144 | 07-4979 LA-605 | Pavement Rehabiliation | Additional ADA curb ramps are being added to the project scope and the change in scope will be finalized by 04/30/2019 | | The capital cost of the project is being revised to accommodate the increased scope and the estimate will be finalized by 04/30/2019 | |
| 145 | 07-4998 LA-1 | Cold Plane and Overlay AC | The additional work requested for the project includes:<br>- Extending left turn pocket from NB PCH to WB Palos Verdes to 340ft and modifying the right turn pocket NB PCH to EB Palos Verdes. (Redondo Beach)<br>- Prohibit Outbound right turns from Vista Del Mar to SB PCH. (Torrance)<br>- Back to back left turns from Vista del Mar to SB PCH. (Torrance) | | $5.519 million of additional work is requested by various Cities along the project. Metro will be funding the additions. A CO-OP agreement will be signed for that. | |
| 146 | 07-5002 LA-110 | Bridge Rail Upgrade | | PAED target moved out from 8/2/19 to 9/30/19 due to late start, as resulted from delays in consultant contract process and approval. | | |
| 147 | 07-5008 VEN-33 | Bridge Structure Painting | The project scope is being combined with project EA 29650 to avoid construction schedule conflicts. A PCR prepared to combine the two project scopes and delete this project from programming was approved. | Changed to be consistent with that of EA 29650. | | |
| 148 | 07-5013 LA-5 | I-5 Pavement Rehab | There are two aspects to this project. One is to address the underlying problems and the other to do the overlay. | The project schedule may vary upon dividing the project into two projects. | The project may get divided into two projects due to Structure's extensive scope, which is not part of CAPM. Keeping the proposed scope will drain the project's budget and extend the schedule. Several locations were also said to be reconstructed in a future structures project. | The project will be able to deliver the CAPM portion of the proposed scope and the budget will not be overrun. |
| 149 | 07-5014 VEN-150 | CapM | Project will be combined with EA 30670 ADA curb ramps. | Schedule was changed to match with EA 30670 because the projects will be combined in construction phase. | | Fewer construction projects in this segment therefore reducing conflict during construction. |

# State Highway Operation and Protection Program Corrective Action Plans - SB 1 Funded projects

| No. | Dist-PPNO Co-Route | Title | Scope | Schedule | Cost | Benefits |
|---|---|---|---|---|---|---|
| 150 | 07-5034 LA-1 | Cold Plane and Overlay AC | The additional work requested for this project along PCH includes:<br>- Extending Southbound single left turn pocket at Torrance Blvd. (Redondo Beach)<br>- Converting stripped median to stamped concrete raised median at Artesian Blvd. (Hermosa Beach)<br>- Extending Southbound/Northbound single left turn pocket at 2nd St. (Manhattan Beach)<br>- Extending Southbound single left turn pocket at 14th St. (Manhattan Beach)<br>- Extending Southbound single left turn pocket at 33rd St. (Manhattan Beach)<br>- Extending Northbound/Southbound/Eastbound/Westbound single left turn pocket at Rosecrans. (Manhattan Beach) | | $5.519 million of additional work is requested by various Cities along this project and project EA 32160. Metro will be funding the additions. A CO-OP agreement will be signed for that. | |
| 151 | 07-5070 LA-10 | Bridge Painting | This project is on track to be unparred during the upcoming June 2019 CTC meeting. | To be unparred. | This project is on track to be unparred during the upcoming June 2019 CTC meeting. | |
| 152 | 07-5219 LA-14 | Rte 14 Drainage Culvert | | We increased the time from RTL to Begin Construction in order to ensure we will receive the funding, and have plenty of time to award and approve contract. | | |
| 153 | 07-5223 LA-5 | Nickname Required | | RTL was pushed back and AC was adjusted accordingly. | | |
| 154 | 07-5226 LA-91 | Upgrade TMS | Additional scope of work being added to the project includes modifying existing Concrete Barrier/Metal Beam Guard Rail as requested by the Office of Corridor Management; addition of seven (7) missing Census Stations; and an addition of two (2) Census Stations as requested by the Office of Corridor Management. | | PCR was submitted for May 2019 CTC approval to increase Construction support from $2,237,000 to $4,749,000; R/W capital has been reduced from $590,000 to $267,000; and Construction capital has been increased from $10,851,000 to $16,390,000. | Performance Measure for Field Elements (201.315) has been increased from 68 to 77. |
| 155 | 08-0033E SBD-60 | SBd 60 - REPLACE PIPELINE, MONTE VISTA AND BENSON BRIDGES | | | RW capital cost increase is due to many utility relocations within the project limit. A PCR will be requested to capture the RW capital cost increase in the upcoming two months.<br>Construction support increase will be adjusted to stay within G-12 capacity.<br>The increase in construction capital is due to changes in design. Construction capital increase is below 20% allowed and the fund has already been allocated. | |
| 156 | 08-0184C SBD-18 | SBD 18 RELINE OR REPLACE CULVERTS | The number of culverts to be rehabbed have been reduced to 21 due to the conditions of the culverts. | The schedule is being reevaluated to determine if the project can be accelerated. | A reduction in capital cost is expected due to the reduced number of culverts. | 21 culverts will be rehabbed, A PCR will be processed to document this change, cost and schedule. |
| 157 | 08-0205C SBD-38 | SBd 38 Replace Culverts | | | Current Right-of-Way capital cost estimate is $868,000. | |

# State Highway Operation and Protection Program Corrective Action Plans - SB 1 Funded projects

| No. | Dist-PPNO Co-Route | Title | Scope | Schedule | Cost | Benefits |
|---|---|---|---|---|---|---|
| 158 | 08-0224N VAR-VAR | SBD 60 Replace Lanes and Slabs - (G-13) | | | The reason for cost increase is as follow: Construction staging changes to have the same number of lane existed on Route 60 within project limit open during the constriction, Drainage improvement, Fiber optic replacement, additional Ramp metering, Full depth Ramp pavement replacement instead of grind and overlay are the main cause of cost increase. G12 will be applied for if necessary. | |
| 159 | 08-0241C SBD-142 | SBD 142 Chino Hills CAPM | | | $6.15 million | |
| 160 | 08-0256C SBD-330 | SBD 330 CITY CREEK REPLACE BRIDGE RAIL | | | The phase III resources will be adjusted to be within programmed amount and G-12 capacity. | |
| 161 | 08-3002C RIV-74 | RIV 74/79/371 UPGRADE TO STANDARD BRIDGE RAIL | | The PAED date was changed from 4/2/18 to 6/17/19 due to scope changes and a PCR was needed. The PCR was approved by CTC in the October meeting.<br>ROW Cert date was changed from 6/3/19 to 4/1/20 due to the delay in PAED date stated above. The Project team is on track to deliver the new milestone date.<br>Begin Construction date was changed from 3/2/20 to 1/4/21 due to the delay in PAED date stated above. The Project team is on track to deliver the new milestone date. | | |
| 162 | 08-3002F RIV-10 | RIV 10 REHAB SUBSTRUCTURE | | RTL is on schedule. | Construction supports costs for roadway construction were not adequately calculated, or missed when the project was programmed. Only Structure portion was adequately resourced. The additional CONS support needs will be covered through the allocation request. Construction capital cost is currently at 115% of the programmed amount, and it is expected to decrease at final PS&E. | |
| 163 | 08-3002G RIV-10 | RIV 10 METHACRYLATE DECKS (VARIOUS ROUTES) | | The contract was awarded on 4/4/2019, and the current Approve Construction date is June 17, 2019. | The contract was awarded on 4/4/2019, for an amount of $ 579,119, which is 17.87% below the Engineer's estimate of $ 705,135. | |
| 164 | 08-3002T RIV-10 | Riv 10/60/86 Install Changeable Message Signs | | Construction is expected to start Mid May. | Award capital cost is less than programmed amount. No further action required. | |
| 165 | 08-3002V SBD-95 | SBD 95 Roadway Rehabilitation | | The schedule has been accelerated. | Support cost (EAC) for Phase 3 is over the programmed amount. This project will be combined for construction with EA 1F133. The resource need for Phase 3 for combined project will be analyzed and evaluated if can be managed by requesting more at fund allocation. | |
| 166 | 08-3003K RIV-15 | Temecula Lane Replacement | | | The current capital cost is greater than the programmed amount will request additional funds when submitting the funds request.<br>The construction support cost is lower than the programmed amount will request needed amount only when requesting to open Phase 3. | |

# State Highway Operation and Protection Program Corrective Action Plans - SB 1 Funded projects

| No. | Dist-PPNO Co-Route | Title | Scope | Schedule | Cost | Benefits |
|---|---|---|---|---|---|---|
| 167 | 08-3003L RIV-15 | RIV 015 Slab Replacement | | | Final capital cost is greater than Programmed amount, 106% of the programmed amount was requested in the funds request submitted on 3/25/19. | |
| 168 | 08-3003U SBD-15 | SBD 15 REHAB (G-13) | | | 1. This is a G-13 Project and therefore, the construction support and capital are being programmed at this time.<br>2. No Right of way was identified at the programming stage. Based on new information, additional right of way capital is needed to acquire right of way for drainage purpose.<br>A Project Change Request (PCR) is in the process to program construction capital and support as well as for the additional right of way. | |
| 169 | 08-3003Y SBD-95 | SBD 95 Roadway Rehabilitation | | The project is accelerated. | The EAC for Phase 1 is higher than programmed amount. The charges are being closely monitored and G-12 will be processed at a more approprate time.<br>Support cost (EAC) for Phase 3 and the Construction capital are higher than the programmed amount. A PCR is submtted for May 2019 CTC meeting to increase the Phase 3 support cost and the construction capital cost. | |
| 170 | 08-3004A SBD-62 | SBD 62 Roadway Rehabilitation | | | This project is combined with EA 1F131 for construction only. | |
| 171 | 08-3005Q RIV-74 | RIV 74 REPLACE BRIDGES/UPGRADE RAIL | | Begin Environmental schedule is on 4/17/19. | Detour was not considered previously, which prompted increase in cost. Cost will be revised after we finalize the alternative. If the cost is higher than programmed, then a PCR will be processed in future. | |
| 172 | 08-3006C SBD-18 | SBD 18/10/215 BRIDGE REHAB | The original scope of repairs to 3 bridges has now been reduced to repairs to just one bridge at the Mohave River OH. | | The capital cost has been reduced to about $ 1,000,000 from the original programmed amount of $ 2,639,000 due to a scope change. A PCR is in the process of being submitted to adjust cost reduction. | |
| 173 | 08-3006W RIV-Var | RIV/SBD REPAIR DETECTION SITES | | Award may be delayed due to lowest apparent bidder not meeting qualifications. 2nd lowest apparent bidder is considered. | | |
| 174 | 08-3007S SBD-215 | SBD 215/259 INSTALL TMS FIELD ELEMENTS | | | The current capital cost estimate is at $ 10,182,000, which is 10.2% above the programmed amount. Additional funds will be requested during fund allocation. | |
| 175 | 08-3008A RIV-10 | Riv 10 Blythe Pavement Rehab: mainline, shoulders, ramps | | The begin construction date is a typo. Please change to the current scheduled date. | Construction capital and support have not been programmed for this G13 project. | |

# State Highway Operation and Protection Program Corrective Action Plans - SB 1 Funded projects

| No. | Dist-PPNO Co-Route | Title | Scope | Schedule | Cost | Benefits |
|---|---|---|---|---|---|---|
| 176 | 08-3008M RIV-10 | RIV 10 REPLACE EXISTING ROCK SLOPE PROTECTION | The project will be deleted. A Pavement Rehabilitation project, EA 08-1C082, is being developed for Interstate 10 with a post mile limit that fully encompasses this Bridge Rehabilitation project (EA 08-1H190). This project (08-1C082) proposes to complete structural work along the inside of both EB and WB bridges along within the project limits. All proposed rock slope protection performance measures from EA 08-1H190 will be incorporated into the Pavement Rehabilitation Project (EA 08-1C082). | The project will be deleted. | The project will be deleted. A Pavement Rehabilitation project, EA 08-1C082, is being developed for Interstate 10 with a post mile limit that fully encompasses this Bridge Rehabilitation project (EA 08-1H190). This project (08-1C082) proposes to complete structural work along the inside of both EB and WB bridges along within the project limits. All proposed rock slope protection performance measures from EA 08-1H190 will be incorporated into the Pavement Rehabilitation Project (EA 08-1C082). | The project will be deleted. A Pavement Rehabilitation project, EA 08-1C082, is being developed for Interstate 10 with a post mile limit that fully encompasses this Bridge Rehabilitation project (EA 08-1H190). This project (08-1C082) proposes to complete structural work along the inside of both EB and WB bridges along within the project limits. All proposed rock slope protection performance measures from EA 08-1H190 will be incorporated into the Pavement Rehabilitation Project (EA 08-1C082). |
| 177 | 08-3008P RIV-10 | RIV 10 REPLACE EXISTING ROCK SLOPE PROTECTION | The project will be deleted. Two Pavement Rehabilitation projects, EAs 08-1C082 and 08-1C083, are being developed for Interstate 10 with a post mile limit that fully encompasses this Bridge Rehabilitation project (EA 08-1H210). These projects (08-1C082 & 08-1C083) propose to complete structural work along the inside of both EB and WB bridges along within the project limits. All proposed rock slope protection performance measures from EA 08-1H210 will be incorporated into the Pavement Rehabilitation Projects (EAs 08-1C082 & 08-1C083). | The project will be deleted. | The project will be deleted. Two Pavement Rehabilitation projects, EAs 08-1C082 and 08-1C083, are being developed for Interstate 10 with a post mile limit that fully encompasses this Bridge Rehabilitation project (EA 08-1H210). These projects (08-1C082 & 08-1C083) propose to complete structural work along the inside of both EB and WB bridges along within the project limits. All proposed rock slope protection performance measures from EA 08-1H210 will be incorporated into the Pavement Rehabilitation Projects (EAs 08-1C082 & 08-1C083). | The project will be deleted. Two Pavement Rehabilitation projects, EAs 08-1C082 and 08-1C083, are being developed for Interstate 10 with a post mile limit that fully encompasses this Bridge Rehabilitation project (EA 08-1H210). These projects (08-1C082 & 08-1C083) propose to complete structural work along the inside of both EB and WB bridges along within the project limits. All proposed rock slope protection performance measures from EA 08-1H210 will be incorporated into the Pavement Rehabilitation Projects (EAs 08-1C082 & 08-1C083). |
| 178 | 08-3008U RIV-010 | RIV 10 PAVEMENT REPLACEMENT | | | RW capital and support decreased from what it was programmed. The reason was that there was no utility relocations and no RW needed as it was expected. No action was needed since the support and capital decreased. | |
| 179 | 08-3008Y RIV-10 | Riv 10 Blythe Pavement Rehab: mainline, shoulders, ramps | | This project was initially to be delivered using Design-Build. It was later determined that it would be delivered traditionally. The current PAED milestone is correct. | Construction capital and support have not been programmed for this G13 project. It has been requested through a PCR for the June CTC. | |
| 180 | 08-3009A SBD-10 | SBD 10 INSTALL TMS ELEMENTS | | | The original programmed amount was based on a scope that was to strap fiber optic cables onto 19 bridges. Currently, the strapping is on only 3 bridges, and horizontal drilling on local streets and paved shoulders. The horizontal drilling incurs additional cost. Electrical design will be coming up with a revised cost estimate to reduce some TMC elements. The current estimated escalated cost is $ 8,705,000. This is less than 15% above the programmed amount, and a request will be made to increase funding during fund request at RTL. | |
| 181 | 08-3009K RIV-10 | Riv 10 Blythe Pavement Rehab: mainline, shoulders, ramps | | | Construction capital & support and R/W capital have not been programmed for this G13 project. | |
| 182 | 08-3009N SBD-71 | SBD 71 INSTALL, CCTV, CMS, VDS & FIBER OPTIC COMM SYS | | | | 3 CCTV cameras were added for a total of 34 elements. The PCR was approved in February by the CTC committee and will be added to the May 2019 CTC Agenda. |

# State Highway Operation and Protection Program Corrective Action Plans - SB 1 Funded projects

| No. | Dist-PPNO Co-Route | Title | Scope | Schedule | Cost | Benefits |
|---|---|---|---|---|---|---|
| 183 | 08-3009P SBD\|LA-10\|10 | I-10 Express Lanes-San Antonio Ave to Route 15 (Contract 1) | | | Rejected expenditure submittal due to phase<br>PA&ED : 36,679<br>PS&E : 9,003<br>RW support : 2,054<br>Cons Support : 8,368<br>RW Capital : 221 | |
| 184 | 08-3009R SBD-10 | SBD/RIV EXPAND MULTI-MODAL FREIGHT MOVEMENT | A PCR will be processed with an updated Scope in August 2019 | A PCR will be processed with an updated Schedule in August 2019 | A PCR will be processed with an updated Cost Estimate in August 2019 | |
| 185 | 09-2633 KER-14 | Rosamond-Mojave Rehab | Once PCR is approved on 4/12/19, the Approved Project Description should be updated to reflect the revised pavement strategy. | Approved Completion Date for Begin Construction is accurate; PRSM corrected. | Awaiting PCR approval on 4/12/19 for increases to CON Sup and CON Cap. | 50+ years of relatively maintenance free pavement service life with revised pavement strategy. |
| 186 | 10-3088 STA-99 | SR99 STANISLAUS CAPM RAMPS | | | Right of Way capital costs will be managed during construction. | |
| 187 | 10-3113 4 | SJ· SJ BRIDGE MAINTENANCE | | | At the March 2019 CTC Meeting, a Project Change Request was approved to increase Construction Capital from $4,079,000 to $5,721,000 and decrease R/W Capital from $2,000,000 to $220,000. This was a $138,000 net decrease in the project costs. | |
| 188 | 10-3134 ALP-88 | MOUNTAIN COUNTIES BRIDGE RAILS | The bridge at the Markleeville Creek location will be replaced instead of upgrading bridge rails and widening shoulders to meet current standards. A PCR is being processed to reflect the change in scope. | | Additional construction support and capital costs are needed due to a change of scope. A PCR is being processed to reflect the updated costs. | |
| 189 | 10-3138 ALP-88 | ALP/AMA/TUO CULVERT REHAB | | | The Construction Capital and Right of Way Capital Cost have increased. The reason is due to wild fire concern, the project will replace culverts that were originally scoped to be lined with culvert lining. Replacing the culverts cause additional impacts therefore more mitigation cost was estimated for right of way capital. | Hydraulic recommendations was updated to include 10 additional culverts because of the latest survey and field review information. |
| 190 | 10-3139 MER-152 | DRAINAGE RESTORATION | | | | A PCR was already submitted & approved by CTC to update Performance Output. No further action is required. |
| 191 | 10-3140 5 | SJ· SJ CULVERTS | Performance output was reduced from 31 to 10 culverts. | | The programmed construction capital was reduced to $1,700,000. | Culvert locations were dropped due to some being in good condition after it was cleaned of debris, while others were replaced by different projects. |
| 192 | 10-3141 88 | SJ· SJ/ALP 88 DRAINAGE SYSTEM | | | PS&E: Cost increase will be addressed by available G-12 capacity.<br>R/W Capital: CTC approved additional funding in January 2019. Updated budget is $1,306K. | |
| 193 | 10-3146 205 | SJ· SR205 SMART CORRIDOR - PHASE 2 | | A PCR was already submitted & approved by CTC. at March 2019 meeting. No further action is required at this time. | A PCR was already submitted & approved by CTC. at March 2019 meeting. No further action is required at this time. | |
| 194 | 10-3169 26 | SJ· SJ Route 26 Increase Bridge Vertical Clearance | | | Current construction cost estimate is higher than programmed amount. A PCR is being prepared to address cost increase. | No Change. Program code in CTIPS is incorrect. A PCR is being processed to make corrections. |
| 195 | 10-3192 STA-99 | STA SR 99 Replace Bridge Deck AC Overlay | | | Cost increase will be addressed by available G-12 capacity. | |
| 196 | 10-3206 99 | SJ· SJ Route 99 Bridge Girder Replacement | | The CCA date has been moved at the request of D10 construction. | | |

# State Highway Operation and Protection Program Corrective Action Plans - SB 1 Funded projects

| No. | Dist-PPNO Co-Route | Title | Scope | Schedule | Cost | Benefits |
|---|---|---|---|---|---|---|
| 197 | 10-3219 AMA-49 | Mokelumne River Bridge Upgrade | | Very minor PA&ED delay. Will work with team to bring schedule to meet baseline. No impact to RTL. | | |
| 198 | 10-3226 120 | SJ· D 10 TMS Repair | Scope has been reduced to 21 locations as some locations have been included in other projects. | | | A PCR will be processed to update the performance output. |
| 199 | 10-3227 99 | SJ· D 10 MVDS replacement and upgrade | | | a.) Increase R/W Capital Cost from $7,000 to $9,000 (increase).<br>The reason for the R/W Capital cost increase is due to additional potholing are needed than originally anticipated during the scoping document stage.<br>b.) Increase Construction Support Cost from $1,310,000 to $1,994,000 (increase)<br>c.) Increase Construction Capital Cost from $6,862,000 to $8,389,000 (increase)<br>The reason for the Construction Support and Capital cost increase is due to working days estimate that increased from 90 working days to 350 working days. The original working days estimate underestimated the number of working days by not taking into account the number of locations, distance between the locations, and the electrical work required to electrify some of the existing solar powered locations. Due to the significant increase in the working days estimate, the cost estimate for Traffic Control, Construction Zone Enhanced Enforcement Program (COZEEP), and construction support cost increased. | Change Project Performance Output from 101 EA to 99 EA<br>Two locations were removed from the scope of the project due to the reasons below:<br>Location 56 (SJ-5-33.026) – This locations has already been upgraded.<br>Location 71 (SJ-99-32.519) – This location is being completed in 10-1C6204. |
| 200 | 10-3230 120 | SJ· SR 120 TMC Upgrade | | | Construction capital and support increased due to increase in working day estimate. | Several constructability issues were addressed in PA&ED with Construction concurrence which resulted in an increase to the estimated working days. As a result, the construction capital and support costs were increased as well. |
| 201 | 10-3233 MPA-49 | Mariposa SR 49 CAPM | | | Capital cost increase due to current increased market trend. Will process a PCR to capture additional fund for the increase. | same |

# State Highway Operation and Protection Program Corrective Action Plans - SB 1 Funded projects

| No. | Dist-PPNO Co-Route | Title | Scope | Schedule | Cost | Benefits |
|---|---|---|---|---|---|---|
| 202 | 10-3235B SJ-5 | DEUEL OVERHEAD UC | Remove the scope of bridge strengthening from the project and change the program code from 201.322-Transportation Permit Requirements to 201.112 - Bridge Rail Replacement and Upgrade. Since the previous programming action, materials sampling and testing was completed in PA&ED phase to determine actual material properties to accurately assess the bridge's capacity. Concrete cores were taken at Deuel Overhead and tested for compressive strength in November 2017. Non-destructive testing in the field using Schmidt rebound hammer was also completed to compare with compressive testing results from the concrete cores. Results were forwarded to the Load Ratings Branch for re-evaluation. Based on the new load rating analysis, strengthening was no longer warranted. Therefore, the bridge strengthening scope was removed from the project. Program code will be revised from 201.322-Transportation Permit Requirements to 201.112-Bridge Rail Replacement and Upgrade. | | a.) Decrease Construction Capital cost from $7,700,000 to $3,400,000 (Decrease of $4,300,000).<br>b.) Decrease Construction Support cost from $1,700,000 to $1,400,000 (Decrease of $300,000).<br><br>See 'Scope' for reasoning. | |
| 203 | 10-3247 CAL-26 | Upgrade bridge rails of three bridges | The bridge on State Route 26 at Angels Creek was relinquished. A PCR will be processed to reflect the change of scope. | | Additional Right of Way capital cost is needed for the environmental Mitigation and Compliance Cost Estimate (MCCE). A PCR will be processed to reflect the increase to Right of Way capital cost. | |
| 204 | 10-3250 5 | SJ- SJ Changeable Message Signs | | | R/W Capital: CTC approved additional funding in January 2019. Updated budget is $335K. | |
| 205 | 10-3255 CAL-4 | Bridge Replacement | | Since the project was programmed, the project team has determined that two additional temporary construction easements are needed to divert water from existing channel during construction. It was assumed at the project scoping phase that no permanent easement or temporary easement was needed to replace the bridge. Therefore, the right of way certification milestone was changed due to this new project requirement. | | |
| 206 | 10-3274 4 | SJ- SR-4 Ramp Metering System Installation | | A project change request was approved during the March 2019 CTC meeting. Delay in delivery year to address additional needs. This project is now a long lead project. The project will be programmed in the next SHOPP cycle. | A project change request was approved during the March 2019 CTC meeting. Delay in delivery year to address additional needs. This project is now a long lead project. The project will be programmed in the next SHOPP cycle. | |

# State Highway Operation and Protection Program Corrective Action Plans - SB 1 Funded projects

| No. | Dist-PPNO Co-Route | Title | Scope | Schedule | Cost | Benefits |
|---|---|---|---|---|---|---|
| 207 | 10-3286 STA-99 | TTI SYSTEM UPGRADE | The scope is changed from the installation of Bluetooth Based Travel Time Information technologies at various routes in San Joaquin, Merced, Stanislaus, Sacramento and Alameda counties to the installation of Transportation Management System (TMS) elements which include Changeable Message Signs (CMSs), Closed Circuit Television (CCTV) cameras, and Vehicle Detection Systems (VDSs) at two locations on southbound I-5 in San Joaquin and Sacramento counties for filling the I-5 gaps and integrate new and existing TMS elements through computer based systems with the planned purchasing life traffic data for the deployment of Travel Time Information (TTI) on CMSs for certain destinations/landmarks. A PCR for the proposed scope change is currently in the review and approval rounds in the District prior to submitting to Headquarter. | Based on a recent field team meeting and new commitment from the team, we will deliver the project within the programmed year. Therefore, there will be no change in schedule. | | The new scope of TMS elements integrating through a computer based systems with the planned purchasing life traffic data would provide more accurate, reliable, and broader range of data collection points which allow the District to deploy accurate travel time information on CMSs. |
| 208 | 11-0602 IMP-115 | CULVERT REPLACEMENT | PCR to combine EA 42050 and EA 42060 into 4306U was approved by the CTC in March 2019. | PCR to combine EA 42050 and EA 42060 into 4306U was approved by the CTC in March 2019. | PCR to combine EA 42050 and EA 42060 into 4306U was approved by the CTC in March 2019. | |
| 209 | 11-1134 SD-78 | CULVERT REHABILITATION | | 6 out of 7 locations of the original scope ended up being completed under an emergency contract, project was re-scoped during PA&ED. | | |
| 210 | 11-1162 SD-78 | SR-78 PAVEMENT REHABILITATION | | | PS&E planned expenditures at completion should be $3,153 per CTIPS. RW Capital should be $1,257 per CTIPS. PCR signed 12/5/18 changed these planned expenditures. | |
| 211 | 11-1171 SD-Var | TMS ELEMENT IN-HOUSE FIBER OPTIC | | Project is anticipated to deliver early, but within original FY. | | |
| 212 | 11-1241 IMP\|SD-VAR\|VAR | Intelligent Transportation System Technology (Advanced Technology Corridors at Border Ports of Entry) | | It was determined the Project will be constructed using micro-trenching. Although construction is more efficient using this methodology Caltrans has not used it before and design will take longer. In addition, there are other projects adjacent to this one that we need to coordinate with that may delay delivery. To accommodate these risks, a delay of three months to the RTL milestone is needed. | SHOPP RW Support, Const Support, RW Capital, and Const Capital funds are shown in the "Other State" column. The PA&ED and PS&E funds in the "Other State" column do not actually exist. These errors will be corrected in next quarter's progress report. | |
| 213 | 11-1247 SD-78 | CULVERT REPLACEMENT | | | A PCR is pending to increase the programmed amount. | |
| 214 | 11-1255 SD-8 | I8 - PAVEMENT REHAB | | Milestone dates are earlier than originally planned. | | |
| 215 | 11-1256 SD-8 | E8-S163 CONNECTOR OC | | Current schedule is correct. All Milestones remain within the same FY with the exception of M500, which has been pushed back approximately 5 months. | | |
| 216 | 11-1257 SD-125 | SR-125 CAPM | | Project is anticipated to deliver early, but within original FY. | | |

# State Highway Operation and Protection Program Corrective Action Plans - SB 1 Funded projects

| No. | Dist-PPNO Co-Route | Title | Scope | Schedule | Cost | Benefits |
|---|---|---|---|---|---|---|
| 217 | 11-1281 SD-5 | I-5NCC ITS ELEMENTS | | | | This project was combined with the North Coast Corridor HOV Lane project 11-2T218 for construction. There will not be any construction support or construction capital funding or expenses on this project ID number. |
| 218 | 11-1339 SD-8 | I-8 EL CAJON BRIDGE REHAB | | | Cost increase will be addressed by available G-12 capacity. | |
| 219 | 12-2246 ORA-1 | 12-0H150 PCH Laguna Beach Rehabilitate Pavement & ADA upgrades | | | | Information on Nov. 2017 Split/Combine is missing from the Budget & Outputs. |
| 220 | 12-2330 ORA-1 | 12-0P680 Upgrade Traffic Signal | | | A PCR has been submitted for the RW Capital increase. | |
| 221 | 12-2499A ORA-1 | 12-0P590 Resurface 14.9 lane miles | | | A PCR has been submitted for the RW Capital increase. | |

## Active Transportation Program (ATP)

The ATP was established in 2013 to encourage increased use of active modes of transportation, such as biking and walking. The ATP consolidated the various transportation programs: The Federal Transportation Alternatives Program State Bicycle Transportation Account, and State Safe Routes to School Program into a single program with roughly $123 million per year to projects competitively selected for a four-year period.

## The SB 1 Funded ATP

After the passage of SB 1, the California Transportation Commission (Commission) adopted an amendment to the 2017 ATP Guidelines for the augmentation of projects to the 2017 ATP (Cycle 3A) utilizing SB 1 funds for fiscal years 2017-18 and 2018-19. SB 1 provides an additional $100 million annually. The 2019 ATP (Cycle 4) will program a total of $200 million in SB 1 funding over a two-year period 2019-20 to 2020-21. Projects receiving SB 1 funds may also receive federal funds, it should not be presumed that they are state only funded. SB 1 also directs $4 million per year to the California Conservation Corps (CCC) and certified Local Community Conservation Corps (LCCC) for active transportation projects.

| **SB 1 ATP Cycles 3A & 4 at a Glance:** | |
|---|---|
| Total programmed SB 1 ATP funds (4-year period) | $300.6 Million |
| Number of programmed ATP projects with SB 1 funds | 198 |
| Total cost of all programmed projects | $846.6 Million[1,2] |
| Number of project phases allocated | 167 |
| Total SB 1 ATP dollars allocated | $80.9 Million |
| Number of awarded SB 1 ATP projects | 31 |
| Total SB 1 ATP dollars awarded | $27.5 Million |
| Total available CCC/LCCC funds | $16 Million |
| Remaining SB 1 ATP funds available for programming | $99.4 Million[2] |

[1]Total cost of all programmed projects includes all funding sources.
[2]Programmed amount and remaining funds available for programing were adjusted to account for the two canceled projects totaling $634,000.

## Program Status

In January 2019, the Commission adopted 44 SB 1 funded projects into the Statewide component and 10 SB 1 funded projects into the Small Urban and Rural component for Cycle 4. The 44 projects represent $256.9 million in total project costs and $92.9 million in SB 1 funds. The 10 projects represent $59.7 million in total project costs and $8.3 million in SB 1 funding. The Metropolitan Planning Organizations list of recommendations is scheduled for adoption in May 2019. The CCC and LCCC projects are scheduled for adoption in June 2019.

In total, 167 project phases have received allocations totaling $80.9 million in SB 1 funding. As of last quarter, 144 project phases had been allocated totaling $59 million and this quarter an additional 23 project phases received allocations totaling $21.9 million. To date, 31 construction contracts have been awarded, 4 were awarded this quarter.

## Program Benefits Status

Infrastructure benefits (outputs) of all programmed SB 1 funded projects prior to Cycle 4 are summarized in the table below. ATP SB 1 Cycle 4 benefits/ outputs will be added once programming is complete. Benefits for the ATP SB 1 funded projects are categorized into infrastructure and non-infrastructure outputs. Infrastructure outputs for the projects that include capital improvements are as follows:

| INFRASTRUCTURE BENEFITS/ OUTPUTS | | | | | | |
|---|---|---|---|---|---|---|
| | Planned as Adopted into Program | | Delivered and Ready for Construction | | Complete and Open | |
| **Benefits Category - Outputs** | **Miles** | **Each** | **Miles** | **Each** | **Miles** | **Each** |
| Bike Lanes - Class 1 | 90 | - | 3.1 | - | - | - |
| Bike Lanes - Class 2 | 122 | - | 16.5 | - | - | - |
| Bike Lanes - Class 3 | 25 | - | - | - | - | - |
| Bike Lanes - Class 4 | 13 | - | - | - | - | - |
| Sidewalks - < 8 feet wide | 57 | - | 8 | - | - | - |
| Sidewalks - > 8 feet wide | 7 | - | 13 | - | - | - |
| Sidewalks - Widen Existing | 3 | - | - | - | - | - |
| Crosswalks | - | 116 | - | 23 | - | - |

Non-infrastructure benefits include programs to deliver education, encouragement, or enforcement activities that further the goals of the ATP. The non-infrastructure benefits can also include developing plans for community wide bicycle, pedestrian, safe routes to school and active transportation. The following table represents the number of non-infrastructure benefits expected when the projects are completed.

| NON-INFRASTRUCTURE BENEFITS | | |
|---|---|---|
| **Category** | **Each** | **Delivered** |
| Programs | 474 | - |
| Plans | 6 | - |

### Baseline Agreements Status

Twelve of the 198 programmed projects require a baseline agreement due to the dollar threshold. Baseline agreements are required for projects with a total project cost of $25 million or greater or a total programmed amount of $10 million or greater adopted in the 2017 ATP Augmentation and subsequent cycles. As of March 31, 2019, two baseline agreements have been approved, and the remaining ten are anticipated to be approved at a future Commission meeting.

### Construction Contract Awards

As of March 31, 2019, 31 construction contracts have been awarded to date.

- 4 construction contracts were awarded this quarter.
    1. City of Chula Vista's Class II Bike Lanes on Broadway project, expected to be completed by Summer 2019.
    2. City of Fortuna's South Fortuna Elementary School Save Routes to School project, expected to be completed by Winter 2020.
    3. Southern California Association of Governments' (SCAG) Southern California Disadvantaged Community Planning Initiative, expected completion Spring 2021.
    4. SCAG's 2017 Active Transportation Local Planning Initiative, expected completion Summer 2020.
- 27 contracts were awarded prior to this quarter and one was completed. The other contracts are expected to be completed as follows: 14 in 2019; 7 in 2020 and 5 in 2021.

### Completion Reports

Contra Costa County's Pacheco Blvd Sidewalk Gap Closure Phase 3 was completed this quarter and the Completion Report is expected in the Fall of 2019.

### Final Delivery Reports

As of March 31, 2019, no Final Delivery Reports were required.

### Summarize changes to the scope, cost, schedule and expected benefits

There are no SB 1 ATP projects with identified risks this quarter, therefore there is no

Attachment 2.

### Attachment:

1. ATP Project List is located on the SB 1 Portal at ATP Project List

State of California
**DEPARTMENT OF TRANSPORTATION**

California State Transportation Agency

# MEMORANDUM

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

**CTC Meeting**: June 26-27, 2019

**From**: STEVEN KECK, Chief Financial Officer

**Reference Number**: 3.8, Information Item

**Prepared By**: Rihui Zhang, Chief
Division of Local Assistance

**Subject**: **QUARTERLY REPORT - ACTIVE TRANSPORTATION PROGRAM -THIRD QUARTER**

## SUMMARY:

The California Department of Transportation's (Department) Division of Local Assistance will present to the California Transportation Commission (Commission) a program status report of the Active Transportation Program, as in informational item, at the Commission's June 26-27, 2019 meeting.

## BACKGROUND:

The Department's Division of Local Assistance will give a presentation on the ATP, which will include the following:

- Summary of ATP Program through first 3 cycles
- Program Progress as reported by project sponsors
- Preliminary report on completed ATP projects

In 2013, the Active Transportation Program (ATP), was created with the passage of Senate Bill (SB) 99 and Assembly Bill (AB) 101, with the intent to encourage increased use of active transportation modes of transportation such as increased bike lanes or number of sidewalk available for walking. The ATP was originally funded for approximately $123 million per year in both State and federal funds. In 2017, with the passage of SB 1, the ATP has received an additional $100 million per year, nearly doubling the funding available to local agencies from the ATP.

CALIFORNIA DEPARTMENT OF TRANSPORTATION

# Active Transportation Program
# Quarterly Status Report
# June 2019

## Report to the California Transportation Commission

# INTRODUCTION

On September 26, 2013, Governor Edmund G. Brown Jr. signed Senate Bill 99 (SB 99) that created the Active Transportation Program (ATP). The ATP consolidated existing federal and State transportation programs, including the Transportation Alternatives Program (TAP), Bicycle Transportation Account and State Safe Routes to School (SR2S), into a single program with the focus on making California a national leader in active transportation.

The ATP, as created by SB 99, provided approximately $120M annually to projects that encourage increased use of active modes of transportation, such as biking and walking. In September 2016, Assembly Bill 1613 appropriated a one-time investment of $10 million from the Greenhouse Gas Reduction Fund for the ATP. In April of 2017, Senate Bill 1 (SB1), the Road Repair and Accountability Act of 2017, significantly increased the State's investment in active transportation by adding another $100M annually to the ATP bringing the total annual funding to approximately $220M.

The successful establishment and continued growth of the ATP has been a coordinated effort of the California Transportation Commission (CTC), California Department of Transportation (Caltrans), Metropolitan Planning Organizations (MPO)/Regional Transportation Planning Agencies, local agencies, advocacy groups, and other transportation partners. The CTC creates and updates the ATP guidelines and selects and programs the projects to be funded. Caltrans Local Assistance, in administering the delivery of the ATP, assists project sponsors with meeting the ATP goals, federal and State requirements, monitors and reports program and project status to the CTC and other transportation partners. To maintain regular and consistent participation by various partners, the ATP Technical Advisory Committee (ATP-TAC) was created to advise Caltrans and CTC staff on ATP and project delivery matters to continually improve the ATP through partnership and consensus building. The ATP-TAC membership includes Caltrans and CTC staff, representatives nominated by the County Engineers Association of California, California League of Cities, bicycle and pedestrian advocacy groups, public health and other transportation partners.

Through the first three cycles of the ATP, the CTC has awarded $1.8 billion to 720 ATP projects. On January 30, 2019, the CTC adopted the Statewide and Small Urban & Rural components of Cycle 4 ATP Program with another $280M of ATP funds awarded to 59 projects. The MPO component is scheduled for adoption in May 2019, and the California Conservation Corps (CCC) component is scheduled for adoption in June 2019, to complete the Cycle 4 Program.

This report provides updates based on project delivery information on ATP projects collected through March 31, 2019.

This report has five sections, three attachments:

- SECTION 1–SUCCESS STORY
  This section highlights a completed ATP project that represents the benefits ATP generates for communities in California.

- SECTION 2–PROJECT PROGRESS REPORTS
  This section summarizes and analyzes ATP project progress reports submitted by project sponsors. The Project Watch List is shown in Attachment A.

- SECTION 3–COMPLETED PROJECTS
  This section summarizes and analyzes ATP project completion reports submitted by project sponsors. Details of the completion reports are provided in Attachment B.

- SECTION 4–PROGRAM ALLOCATION DELIVERY
  This section summarizes and analyzes ATP allocation trends.

- SECTION 5–ACTIVE TRANSPORTATION RESOURCE CENTER
  This section summarizes the activities of the Active Transportation Resource Center (ATRC).

- Attachment A–ATP Project Watch List
- Attachment B–ATP Completion Report Data
- Attachment C–ATP Total Project List (access via link):
  http://www.dot.ca.gov/hq/LocalPrograms/atp/proj_report.html

# SECTION 1 - SUCCESS STORY

**Cudahy Citywide Safe Routes to School Improvements**-$1,271,000 ATP funds

Cudahy is an incorporated city located in southeastern Los Angeles County. In terms of area, Cudahy is the second smallest city in Los Angeles Count with a total area of 1.23 square miles. In terms of density, Cudahy has 26,000 residents and is one of the highest population densities of any incorporated city in the United States.

The city is host to five schools. Of the 5,051 families, 81.4 percent have children enrolled in preschool through high school. Many of the students rely on active modes of transportation to attend school.

The city engaged school officials to help with outreach and encourage parents to attend a series of interactive workshops to help inform the overall project. The workshops were well attended and as a result, the city focused improvements within the immediate vicinity of each school including new crosswalks, safer drop-off zones, improved striping and solar-powered flashing signage. Access was also provided to a walking path along the LA River.

Despite the very limited in-house planning and engineering staff, they rolled up their sleeves and assembled all the necessary documents for the application, hired a college intern to help with a wide variety of application related tasks, and reached out to Caltrans staff at the District 7 Office for support and clarification about the application and procedures on several different occasions.

The project increased active transportation alternatives, distinctly separated pedestrians from vehicles, applied innovative technology and improved the overall quality and safety of the citizens of Cudahy.



*Enhansed crosswalk with multiple flashing signs and median sanctuary zone*



*Kids safely crossing the street at the Elizabeth Learning Center of Cudahy*




*Flashing stop sign Otis Ave & Elizabeth Ave.*



*Crosswalk at Teresa Hugues Elementary School*

# SECTION 2 - PROJECT PROGRESS REPORTS

All programmed ATP projects require a quarterly progress report from the project sponsor. Caltrans has continued to improve its process for collecting project progress reports by integrating ATP into the CalSMART reporting tool. The CalSMART online reporting tool has been in use for several months for the Local Streets & Roads and the State of Good Repair program. Caltrans has expanded the capacity of CalSMART to facilitate quarterly progress reporting on other SB1 programs, including the ATP. Caltrans continues to communicate clearly and often with our transportation partners resulting in a reporting compliance rate of 97 percent for the most recent ATP reporting period.

## Progress Report Summary

*Table 1 – Project Progress Report Summary (Fiscal Year 2018/19)* ultimately displays the compliance rate of ATP progress report submittals for the last three reporting periods, based on number of reports expected for each cycle vs the number of reports that were submitted on-time.

**Table 1 – Project Progress Report Summary (Fiscal Year 2018/19)**

| | Cycle 1 (#) | Cycle 2 (#) | Cycle 3 (#) | Cycle 4 (#) | Total (#) | Compliance Rate |
|---|---|---|---|---|---|---|
| Reports expected for 1st Quarter | 171 | 199 | 231 | N/A | 601 | - |
| On-time receipt for 1st Quarter | 168 | 195 | 226 | | 589 | 98% |
| | | | | | | |
| Reports expected for 2nd Quarter | 150 | 194 | 231 | N/A | 575 | - |
| On-time receipt for 2nd Quarter | 147 | 188 | 229 | | 564 | 98% |
| | | | | | | |
| Reports expected for 3rd Quarter | 142 | 188 | 231 | 59 | 620 | - |
| On-time receipt for 3rd Quarter | 134 | 185 | 227 | 59 | 605 | 97% |

## Project Watch List

The ATP Project Watch List is established to daylight projects that are exposed to unusually high levels of risk related to scope, schedule, budget or reporting requirements. Currently there is one project on the list. The project encountered environmental, right of way and design challenges triggered by a necessary minor scope change. The agency was granted a 12-month Construction allocation extension in June 2018, prior to discovery of the need for a minor scope change. Discovery of the need for a minor scope change occurred in November 2018. The allocation extension expires on June 30, 2019 and the project is not ready for Construction allocation and the ATP funding will lapse.

The detailed Project Watch List is captured in *Attachment A – ATP Project Watch List*.

# SECTION 3 - COMPLETED PROJECTS

Within six months of construction contract acceptance or the project becoming operable (open to the public), whichever comes sooner, or non-infrastructure (NI) activities are complete, the implementing agency is required to provide a project completion report to Caltrans. The report compares the final scope of the completed project, its final cost, schedule, and project benefits against the proposed scope, cost, schedule and benefits cited in the executed project agreements.

This quarter Caltrans received 31 project completion reports, bringing the total number of received completion reports to 109. The detailed information and project outcomes are captured in *Attachment B – Project Completion Report Data*.

*Table 2a – 3rd Quarter Project Completion Report Delivery* displays the total number of project completion reports received between January 1, 2019, and March 31, 2019, within each program cycle, and totaled for the 3rd Quarter.

**Table 2a – 3rd Quarter Project Completion Report Delivery**

| | Cycle 1 | Cycle 2 | Cycle 3 | Cycle 4 | Total |
|---|---|---|---|---|---|
| Submitted Completion Reports Received | 25 | 6 | 0 | 0 | 31 |

*Table 2b – Program Project Completion Report Delivery Results* documents, as of March 31, 2019, the total number of completion reports received for each cycle, timeliness of the report delivery, and the total number of completion reports expected for each cycle.

**Table 2b – Program Project Completion Report Delivery Results**

| | Cycle 1 | Cycle 2 | Cycle 3 | Cycle 4 |
|---|---|---|---|---|
| Submitted Completion Reports Received | 94 | 14 | 1 | 0 |
| Delivered Before or on Schedule | 45% | 73% | 0% | 0% |
| Total number of Completion Reports expected per Cycle | 276 | 207 | 236 | 59* |

*MPO projects not included; scheduled for programming in May 2019.

*Table 3 - Project Completion Report Summary of Deliverables* categorizes the outputs of the completion reports received between January 1, 2019, through March 31, 2019, (This Quarter column); all completed outputs as of March 31, 2019, by program cycles (Cycle 1 – Cycle 4 columns); and total cumulative outputs for the entire program (Total Program column).

**Table 3 – Project Completion Report Summary of Deliverables**

| Capital Improvement (categories) | Cycle 1 | Cycle 2 | Cycle 3 | Cycle 4 | This Quarter | Total Program |
|---|---|---|---|---|---|---|
| Class I Bikeway (miles) | 10.3 | 0.26 | 0 | 0 | 7.86 | 10.56 |
| Class II Bikeway (miles) | 24 | 5.1 | 0 | 0 | 2.1 | 29.1 |
| Class III Bikeway (miles) | 27.7 | 0 | 0 | 0 | 0 | 27.7 |
| Class IV Bikeway (miles) | 0.9 | 0 | 0 | 0 | 0 | 0.9 |
| New Sidewalks (miles) | 21.9 | 7.3 | 0 | 0 | 8.2 | 29.2 |
| Enhanced Sidewalks (miles) | 3.1 | 2.25 | 0 | 0 | 0 | 5.35 |
| Multi-Use Trails (miles) | 2.8 | 0 | 1.6 | 0 | 1.3 | 4.4 |
| Road Diet (miles) | 2.9 | 0 | 0 | 0 | 0 | 2.9 |
| Intersection Improvements/ADA (each) | 590 | 50 | 0 | 0 | 251 | 640 |
| Crosswalks/Crosswalk Improvements (each) | 663 | 32 | 0 | 0 | 101 | 695 |
| Bike/Ped Bridge (each) | 12 | 1 | 0 | 0 | 4 | 13 |
| Active Transportation Plans (each) | 11 | 3 | 0 | 0 | 2 | 14 |
| Active Transportation Program Projects (each) | 22 | 1 | 0 | 0 | 0 | 23 |

The specific programmatic outcome for the ATP is before and after user counts. Before and after user counts are not presented in this report. In previous ATP Quarterly Program Reports to the CTC, Caltrans reported that the lack of standard count methodologies has resulted in highly inconsistent outcome results.

To address this issue in the short term, the ATP Technical Advisory Committee (TAC), which is comprised of a wide variety of local and regional agency, stakeholder, Caltrans and CTC representatives, created interim guidance and methodologies for conducting user counts. This guidance will be available to all awardees statewide, and is anticipated to be officially released on July 20, 2019.

In the long term, Caltrans, in coordination with key local agencies and consultants, is initiating an effort to improve and standardize user counts through the ATP funded Active Transportation Resource Center (ATRC). This effort aims to develop a statewide standard count methodology and database to be utilized prior to beginning construction of a project or implementation of NI activities and after the project is completed. In addition, Caltrans is working through the ATRC to purchase counters for use by local agencies on a loan basis. Once ATP project sponsors begin utilizing the counters in accordance with developed guidance, and inputting information into the statewide database, ATP project counts will be more reliable and meaningful.

# SECTION 4 - PROGRAM DELIVERY

## Allocations:

Successful and timely allocation of ATP funds is a key indicator that projects are moving forward toward completion and is an important measure of the success of the Program overall.

*Table 4 – Allocation Delivery Summary* documents the percentage of funds allocated through March 31, 2019, per cycle.

**Table 4 – Allocation Delivery Summary**

| | Cycle 1 | Cycle 2 | Cycle 3 | Cycle 4 |
|---|---|---|---|---|
| Allocation Status | Closed | In Progress | In Progress | Partially Programmed |
| Program Years | 2014/15 –15/16 | 2016/17 – 18/19 | 2017/18 – 20/21 | 2019/20 – 22/23 |
| Percent Allocated | 97% | 42% | 20% | 0% |

All Cycle 1 projects are accounted for and 97 percent of Cycle 1 funds have been allocated. Allocations are in progress for projects in Cycles 2 and 3. Cycle 4 projects are scheduled to begin allocating in Fiscal Year 2019/20.

## Time Extensions:

Time extensions are allowed for ATP projects when agencies encounter unforeseen or extraordinary circumstances. Time extensions provide additional time for an agency to complete a particular phase of a project or an award of a contract. Although it is difficult to compare one cycle to the other, as they are all at different stages of development, important trends nevertheless can emerge to help forecast potential programmatic challenges so that proactive measures and solutions can be provided.

*Table 5 – Time Extension Trends* offers a comparison of the number of allocated phases against the number of time extensions in each program cycle, and as a percentage, up through March 31, 2019.

**Table 5 – Time Extension Trends**

| | Cycle 1 | Cycle 2 | Cycle 3 | Cycle 4 |
|---|---|---|---|---|
| Phases Allocated | 485 | 376 | 171 | 0 |
| Time Extensions (#) | 257 | 252 | 111 | 0 |
| Time Extensions (%) | 53% | 67% | 65% | 0% |

Time extensions appear to have an upward trend. Caltrans has attempted to categorize and analyze the time extension requests and is finding that a significant number of time extension requests are triggered during the Environmental and Right of Way phases.

Caltrans will work with CTC staff to develop guidance to assist local agencies with schedule development for the Environmental and Right of Way phases during the Cycle 5 solicitation and application process.

It should also be noted that time extensions during the Environmental phase often triggers a domino effect that results in time extension requests as the project approaches allocation for future phases.

## Scope Changes:

Scope changes are considered when a local agency contacts Caltrans with a scope change request. Scope changes can pose a risk to the delivery of anticipated project benefits and must be carefully analyzed.

Minor scope changes are such as those with little or no impact to project benefits or which increase the benefits of the project. Major scope changes are defined as any significant change to a project, which (a) has the potential to negatively impact the project's benefits; and/or (b) alters the nature of the original application.

*Table 6a – 3rd Quarter Scope Change Requests* documents the number of scope change requests received between January 1, 2019, and March 31, 2019, as designated by the categories of minor scope change, major scope change, or "to be determined" (TBD). A total of five scope change requests were received in the third quarter.

**Table 6a – 3rd Quarter Scope Change Requests**

| | Cycle 1 | Cycle 2 | Cycle 3 | Cycle 4 |
|---|---|---|---|---|
| Minor Scope Change | 0 | 1 | 1 | 0 |
| Major Scope Change | 0 | 0 | 0 | 0 |
| Category TBD | 0 | 0 | 3 | 0 |

*Table 6b – Program Scope Change Requests* documents the number and category of all scope change requests received up through March 31, 2019; a total of 77.

**Table 6b – Program Scope Change Requests**

| | Cycle 1 | Cycle 2 | Cycle 3 | Cycle 4 |
|---|---|---|---|---|
| Minor Scope Change | 25 | 28 | 13 | 0 |
| Major Scope Change | 2 | 3 | 0 | 0 |
| Category TBD | 1 | 2 | 3 | 0 |

As of March 31, 2019, Caltrans has received 77 scope change requests from local agencies. Of the 77 requests, 59 have been approved (56 Minor, 3 Major), three have been denied (2 Minor, 1 Major), and 15 are still working through the process.

# SECTION 5 - ACTIVE TRANSPORTATION RESOURCE CENTER

Caltrans, Division of Local Assistance, manages the ATP-funded ATRC, whose mission is to provide resources, technical assistance, and training to partners across California to increase opportunity for the success of active transportation projects.

*Table 7 – ATRC Funding and Status* shows the programmed funds, allocated funds, and status by cycle.

**Table 7 – ATRC Funding and Status**

| Cycle | Programmed Funds (million) | Allocated Funds (million) | Status |
|---|---|---|---|
| 1 | $1.875 | $1.875 | Under contract |
| 2 | $3.57 | $3.57 | $1.27 under contract;<br>$2.30 in contract development |
| 3 | $5.058 | $2.529 | $2.529 in contract development;<br>$2.525 to be allocated in 20/21 |
| 4 | $4.630 | 0 | Programmed;<br>To be allocated in 21/22 & 22/23 |

Through funding for the ATRC, Caltrans has partnered with State agencies, academic establishments, and qualified consultants to provide active transportation technical assistance, training, tools and resources for local agencies with an emphasis on providing assistance to disadvantaged communities.

The ATRC has partnered with the following entities to provide the current and planned services described below:

- California Department of Public Health (CDPH)
- Sacramento State University, College of Continuing Education (CCE)
- UC Berkeley Safe Transportation Research and Education Center (SafeTREC)
- Local Government Commission (LGC)
- University of California, Davis (UCD)
- Southern California Association of Governments (SCAG)

***ATRC Technical Assistance:***

- **ATP Technical Assistance (TA) for Disadvantaged Communities:** ATP applicants in disadvantaged communities can receive technical assistance on their active transportation project and application. Solicitation for interested recipients will occur prior to ATP call for projects. (LGC)

- **Non-Infrastructure Workshops:** In-person workshops available upon request to bring together key stakeholders to initiate, increase, and improve active transportation non-infrastructure partnerships. (CDPH)

- **Non-Infrastructure on-call Technical Assistance:** Any agency can receive on-call technical assistance for non-infrastructure projects, through phone calls, emails, and site visits, as needed. (CDPH)

- **Automated Counter Loan Program:** The ATRC will offer a variety of short-term temporary bicycle and pedestrian automated counters for local agencies to borrow and conduct user counts to gather user data on active transportation projects. (CCE)

- **ATP Project Evaluation Technical Assistance:** Based on a formal Project Evaluation Plan that will be developed, ATP awardees can request assistance in collecting before and after data on multiple project benefits, to ensure consistency in project reporting and to capture project impacts. (to be determined)

***ATRC Training:***

- **In-Classroom Training:** Technical in-person training courses on active transportation planning, design, and safety, taught by subject matter expert instructors within California or from the Federal Highway Administration. Training courses are announced through the ATRC list serve and registration for upcoming courses is available at the ATRC website. (CCE)

- **Webinar Training:** Informational webinars and teleconferences to highlight active transportation and non-infrastructure topics and resource materials. These trainings are announced through the ATRC list serve and on the ATRC website. These trainings are held approximately once a month, recorded, and posted to the ATRC website for future viewing. (CDPH)

- **Flash Training:** Short video tutorials (known as flash trainings) to quickly provide information on a specific ATP application or project administration topic. These flash trainings are posted to the ATRC website for future viewing. (CDPH)

***ATRC Resources/Tools:***

The ATRC is currently working on a variety of resources and tools that will assist potential ATP applicants and awardees.

- **Online Resources:** The ATRC website has a wealth of resources and information to inform and assist active transportation projects. Resources are constantly being added and updated on the ATRC website. (CDPH/CCE)

- **Interim Count Guidance:** The ATP TAC is developing interim count guidance to respond to the urgent need for consistent count methodology. The ATRC will assist with training, coordination, and statewide rollout.

- **Statewide Active Transportation Count Database and Count Guidance:** The ATRC is developing standardized guidance for collecting bicycle and pedestrian counts across the state along with a statewide pedestrian and bicycle count database to store and visualize count data throughout the state. (SCAG)

- **ATP-TIMS Tool:** The ATRC facilitates the use of a statewide ATP Transportation Injury Mapping System (TIMS) Tool for ATP project decision-making that addresses safety priorities. This online data tool displays bicycle and pedestrian crashes, in a heat map relative to an ATP project within a specific community. (SafeTREC)

- **ATP Street Story**: The ATRC will facilitate the use of a community engagement tool that will allows residents, community groups and agencies collect information about transportation collisions, near-misses, general hazards and safe locations to travel within an ATP project location. (SafeTREC)

- **ATP Benefit-Cost Tool:** The ATRC is developing a research-based Benefit-Cost Tool to compare projected project benefits for the ATP. The tool is envisioned to be updated over time, as more research becomes available to make the tool more reliable and consistent. (UCD)

Visit the ATRC website for more information on all these services: http://caatpresources.org/

# ATTACHMENT A - ATP PROJECT WATCH LIST

| PROJECT PROGRAMMING NUMBER | CYCLE | DISTRICT | COUNTY | AGENCY | PROJECT TITLE | TOTAL PROJECT COST (1000s) | PROGRAMMED ATP FUND | SCOPE | BUDGET | SCHEDULE | REPORTING | RISK DESCRIPTION | CORRECTIVE ACTION PLAN |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1179 | 2 | 8 | SBD | City of Big Bear Lake | Big Bear Boulevard (SR18) Pedestrian and Bicycle Mobility Project | 1,899 | 1,519 | ○ | ○ | ○ | ○ | Project will not be ready for a June 2019 allocation. The city was granted a 12-month construction allocation extension in June 2018. The remaining ATP programmed funds ($1,329,000) will lapse on June 30, 2019. | A correction action plan has not been requested for this project. |

# ATTACHMENT B - ATP PROJECT COMPLETION REPORT DATA

| GENERAL PROJECT INFORMATION | | | | | | SCHEDULE AND COST | | | | | | BICYCLE FACILITIES (feet) | | | | PEDESTRIAN FACILITIES | | | OUTPUTS | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | COMPLETION DATE | | | ATP PROJECT COST | | | | | | | | | | OTHER | | | | | | | | |
| CYCLE | DIST | AGENCY | PROJECT TYPE | PROJECT TITLE | PPNO | ORIGINAL | ACTUAL | Before/After/ On Schedule | ORIGINAL | ACTUAL | DELTA | CLASS 1 | CLASS II | CLASS III | CLASS IV | NEW SIDEWALKS (feet) | ENHANCED SIDEWALKS (feet) | CROSSWALKS/ CROSSWALK IMPROVEMENTS (#) | MULTI-USE TRAILS (feet) | ROAD DIET (feet) | INTERSECTION/ ADA IMPROVEMENTS (#) | BIKE/PED BRIDGE (#) | PLANS (#) | NI PROGRAM PROJECTS (#) | AGENCY WAS EXPECTED TO USE CORPS PER APP Y/N (at the time of application) | AGENCY USED CORPS Y/N (actual usage, answered in Completion Report) |
| 1 | 1 | City of Clearlake | Bike | Phillips and 18th Ave. Class II Bike Lanes and Roadway Reconstruction | 3105 | Aug-17 | Aug-17 | On Schedule | $564 | $564 | $0 | | 19400 | | | | | | | | | | | | N | N |
| 1 | 1 | Del Norte Local Transportation Commission | NI | Del Norte Walk and Roll Education and Encouragement Program | 1106 | Jun-18 | Jun-17 | Before | $60 | $41 | $19 | | | | | | | | | | | | | 1 | N | N |
| 1 | 3 | Yuba City | I | Franklin Road Improvements | 1808 | Oct-15 | Apr-17 | After | $368 | $357 | $11 | | 4367 | | | 661 | | 1 | | | 18 | | | | N | N |
| 1 | 3 | San Juan Unified School District | NI | Safe Routes to School | 1679 | Jun-16 | Jun-18 | After | $250 | $250 | $0 | | | | | | | | | | | | | 1 | Y | Y |
| 1 | 3 | Sacramento County | Combo | Howe Ave Sidewalk Infill and Bike Lane Improvements | 1678 | Aug-16 | Mar-18 | After | $1,853 | $1,676 | $177 | | 3325 | | | 1535 | 455 | 8 | 500 | 280 | 8 | | | | Y | N |
| 1 | 3 | City of Biggs | Combo/SRTS | City of Biggs-Safe Routes to School Project, Sidewalk Improvements | 1016 | Sep-16 | Aug-17 | After | $860 | $857 | $3 | | | | | 2625 | 430 | | | | 14 | | | | Y | Y |
| 1 | 3 | County of Yolo Public Works | SRTS/NI | City of Woodland -2014 Safe Routes to School | 1920 | Jan-19 | Aug-18 | Before | $539 | $446 | $93 | | | | | | | | | | | | | 1 | Y | N |
| 1 | 3 | El Dorado County Transportation Commission | NI | Western El Dorado County Bicycle Travel Opportunities Map | 1219 | Apr-16 | Dec-16 | After | $50 | $50 | $0 | | | | | | | | | | | | | 1 | N | N |
| 1 | 3 | County of Sacramento, Department of Transportation | Ped | El Camino Ave Phase 2 Street and Sidewalk Improvements | 1682 | Sep-18 | May-17 | Before | $1,692 | $1,692 | $0 | | 6267 | | | 3033 | | | | | 26 | | | | Y | N |
| 1 | 4 | City of Livermore | Combo/SRTS | Safe Routes to School Improvements within 1/4 mile of Marylin Ave Elementary School | 2190H | Jul-19 | Nov-16 | Before | $358 | $322 | $36 | | | | | 331 | 598 | 7 | | | 49 | | | | N | N |
| 1 | 4 | Contra Costa County | Combo | Port Chicago Highway/Willow Pass Road Bike and Pedestrian Project | 2122C | Apr-18 | May-17 | Before | $800 | $800 | $0 | | 1200 | | | 1400 | | | | | 2 | | | 1 | Y | N |
| 1 | 5 | University of CA-Santa Cruz | Bike | UCSC Great Meadow Bike Path Safety Improvement Project | 2612 | Sep-19 | Dec-16 | After | $383 | $376 | $7 | 1000 | | | | | | | | | | | | | N | N |
| 1 | 5 | County of Monterey | Ped | Via Salinas Valley: Pathways to Health Through Active Transportation | 2608 | Oct-19 | Sep-17 | Before | $4,143 | $4,100 | $43 | | 572 | 132000 | | 4836 | 2970 | 7 | | 4658 | 11 | | | | Y | N |
| 1 | 5 | City of Lompoc | Ped | City of Lompoc-Sidewalk Infill and Curb Ramp Project | 2609 | Apr-16 | Feb-17 | After | $442 | $442 | $0 | | | | | 3218 | 221 | | | | 64 | | | | Y | N |
| 1 | 5 | Santa Cruz County Health Services Agency | SRTS/NI | Safe Route to School Education and Encouragement in Santa Cruz County | 2607 | Jul-15 | Jun-17 | After | $447 | $447 | $0 | | | | | | | | | | | | | 1 | Y | N |
| 1 | 6 | City of Chowchilla | I | Robertson Blvd. and 11th Street Ped Safety Improvement Project | 6753 | Nov-16 | Feb-18 | After | $550 | $550 | $0 | | | | | 3550 | | | | | | | | | Y | N |
| 1 | 6 | City of Kerman | I | Pedestrian Safety Improvements | 6766 | Sep-16 | Jan-18 | After | $250 | $250 | $0 | | | | | | | 7 | | | | | | | N | N |
| 1 | 6 | City of Fresno | NI | 2010 Bicycle/Pedestrian Master Program | 6758 | Feb-15 | Sep-17 | After | $221 | $221 | $0 | | | | | | | | | | | | | 1 | N | N |
| 1 | 6 | City of Wasco | Combo | Karl Clemens and Thomas Jefferson Schools Bike and Pedestrian Improvements | 6774 | Dec-15 | Jun-16 | After | $306 | $137 | $169 | | 5280 | | | | | 22 | | | 15 | | | | Y | N |
| 1 | 6 | City of Fresno PARCS | SRTS/NI | Fresno Pedestrian Bike Safety Education Program | 6761 | Jun-19 | Dec-17 | Before | $250 | $156 | $94 | | | | | | | | | | | | | 1 | Y | N |
| 1 | 6 | City of Wasco | Combo | John L. Prueitt Pedestrian and Bike Improvements | 6775 | Jul-16 | Mar-17 | After | $473 | $370 | $103 | | 3000 | 3000 | | 600 | | | | | 2 | | | | Y | N |
| 1 | 6 | City of Wasco | Combo | Teresa Burke Elementary Bike and Pedestrian Improvements | 6751 | Jun-19 | Apr-17 | Before | $1,794 | $1,610 | $184 | | 5530 | 3580 | | 1076 | | | 2414 | | 12 | | | | Y | N |
| 1 | 6 | City of Wasco | Ped | Palm Avenue School Pedestrian Improvements | 6750 | Oct-18 | Sep-16 | Before | $458 | $437 | $21 | | | | | | 445 | | | | 14 | | | | Y | N |
| 1 | 6 | City of Wasco | Ped | Pedestrian Safety Lighting | 6776 | Nov-18 | Nov-16 | Before | $593 | $495 | $98 | | | | | | | | | | | | | | Y | N |
| 1 | 6 | City of Woodlake | Combo/SRTS | Safe Routes to School Improvements | 6783 | Nov-16 | Jun-16 | Before | $245 | $224 | $21 | | | | | 1061 | | 8 | | | 22 | | | | Y | N |
| 1 | 7 | City of Huntington Park | NI | Randolph Street Shared Use Bike/Trails Trails to Rails Study | 4936 | Jun-16 | Mar-16 | Before | $400 | $400 | $0 | | | | | | | | | | | | | 1 | Y | N |
| 1 | 7 | SCAG | NI | SCAG Active Transportation Safety and Encouragement Campaign | 4875 | May-18 | Dec-17 | Before | $2,333 | $2,306 | $27 | | | | | | | | | | | | | 1 | Y | N |
| 1 | 8 | City of Perris | Ped | Murrieta Road Pedestrian Improvements Project | 1161 | Oct-16 | Apr-17 | After | $1,100 | $1,100 | $0 | 2500 | 3850 | | | 2200 | | | 1300 | | 13 | 2 | | | Y | N |
| 1 | 8 | Riverside County | Ped | Avenida Rambla Sidewalk Safety Improvement | 1151 | Jun-16 | Oct-16 | After | $356 | $295 | $61 | | | | | 3200 | | | | | | | | | Y | N |
| 1 | 8 | Town of Apple Valley | SRTS | Apple Valley Safe Routes to Schools | 1172 | Jul-17 | Nov-17 | After | $1,095 | $1,095 | $0 | 3630 | 7260 | | | 7260 | | | 3630 | | 14 | | | | N | N |
| 1 | 10 | City of Ceres | Combo/SRTS | SRTS on Don Pedro Road and Nadine Avenue (Multiple Schools) | 3095 | Aug-16 | Jan-17 | After | $373 | $372 | $1 | | | | | 308 | | | | | 30 | | | | N | N |
| 1 | 10 | City of Hughson | Ped | Fox Road Sidewalk Improvement Project-City of Hughson | 3188 | May-17 | Aug-17 | After | $408 | $408 | $0 | | | | | 6450 | | | | | | | | | Y | N |
| 1 | 11 | City of La Mesa | Combo | King Street Pedestrian and Bicycle Improvements | 1157 | Dec-16 | Nov-18 | After | $940 | $919 | $21 | | | 1070 | | 1050 | 200 | 6 | | | 20 | | | | Y | N |
| 1 | 11 | City of Coronado | SRTS/NI | Coronado Safe Routes to School Education Program | 1152 | Jul-18 | Aug-17 | Before | $36 | $36 | $0 | | | | | | | | | | | | | 1 | N | N |
| 1 | 11 | Chula Vista Elementary School District | SRTS/NI | It's Cool 2 Walk to School | 1151 | Jul-15 | Jun-17 | After | $590 | $587 | $3 | | | | | | | | | | | | | 1 | Y | N |
| 1 | 11 | City of Imperial Beach | Combo | Elm Avenue Traffic, Pedestrian and Cycling Safety and Mobility Improvement Project | 1154 | May-19 | Aug-17 | Before | $709 | $709 | $0 | | | 4200 | 4800 | | | | | 2150 | 22 | | | | Y | N |
| 1 | 12 | OCTA | NI | Orange County Sidewalk Inventory | 2170J | Jun-15 | Oct-16 | After | $163 | $149 | $14 | | | | | | | | | | | | | 1 | N | N |
| 1 | 12 | City of Cypress | I | Cerritos Ave Bike Corridor Improvements | 2170E | Dec-16 | Oct-17 | After | $632 | $632 | $0 | 5280 | 10560 | | | | | | | | | | | | N | N |

# ATTACHMENT B - ATP PROJECT COMPLETION REPORT DATA

| GENERAL PROJECT INFORMATION | | | | | | SCHEDULE AND COST | | | | | | BICYCLE FACILITIES (feet) | | | | PEDESTRIAN FACILITIES | | | OUTPUTS | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | COMPLETION DATE | | | ATP PROJECT COST | | | | | | | | | | OTHER | | | | | | | | |
| CYCLE | DIST | AGENCY | PROJECT TYPE | PROJECT TITLE | PPNO | ORIGINAL | ACTUAL | Before/After/ On Schedule | ORIGINAL | ACTUAL | DELTA | CLASS 1 | CLASS II | CLASS III | CLASS IV | NEW SIDEWALKS (feet) | ENHANCED SIDEWALKS (feet) | CROSSWALKS/ CROSSWALK IMPROVEMENTS (#) | MULTI-USE TRAILS (feet) | ROAD DIET (feet) | INTERSECTION/ ADA IMPROVEMENTS (#) | BIKE/PED BRIDGE (#) | PLANS (#) | NI PROGRAM PROJECTS (#) | AGENCY WAS EXPECTED TO USE CORPS PER APP Y/N (at the time of application) | AGENCY USED CORPS Y/N (actual usage, answered in Completion Report) |
| 1 | 12 | City of Santa Ana | Bike | New hope-Civic Center-Grand Class III Bike Lanes | 2170V | Sep-15 | Jan-16 | After | $272 | $176 | $96 | | 9380 | | | | | | | | | | | | Y | N |
| 1 | 12 | County of Orange/OC Public Works | Bike | Lambert Road Bikeway Project | 2170L | Aug-15 | Jan-18 | After | $313 | $313 | $0 | | 3048 | | | | | | | | | | | | Y | N |
| 1 | 12 | Garden Grove | Ped | Harbor & Twintree HAWK | 2170F | Jun-18 | Nov-17 | Before | $160 | $160 | $0 | | | | | | | 1 | | | | | | | Y | N |
| 2 | 3 | Town of Truckee | Combo | Glenshire Drive Pedestrian and Bicycle Improvement Project | 1417 | Sep-17 | Dec-17 | After | $905 | $905 | $0 | | 16500 | | | | | | | | | | | | N | N |
| 2 | 6 | City of Bakersfield | Ped | Sidewalk Improvements for Frank West Elementary | 6770 | Dec-17 | Sep-17 | Before | $312 | $270 | $42 | | | | | 1992 | | | | | | | | | Y | N |
| 1 | 12 | City of San Clemente | Combo/SRTS | Concordia Elementary School Safe Routes to School Pedestrian and Bicycle Lane Improvement Project | 1007 | Jul-17 | May-18 | After | $1,112 | $1,095 | $17 | | | | | | 4000 | 3 | | | 10 | | | | N | N |
| 1 | 7 | City of Los Angeles | I | Yale St. Pedestrian Linkage Phase U | 4877 | Mar-17 | Jun-18 | After | $661 | $481 | $180 | | | | | | | 505 | | | 9 | | | | N | N |
| 1 | 6 | City of Fresno | I | Class II Bike Lanes on Butler Avenue from Hazelwood Avenue to Peach Avenue | 6757 | Oct-18 | Feb-18 | Before | $235 | $198 | $37 | | 14350 | | | | | | | 3985 | | | | | N | N |
| 2 | 5 | City of Santa Cruz | I | Branciforte Creek Bridge and Multi-use Trail Project | 2691 | Dec-16 | Feb-18 | After | $1,800 | $1,800 | $0 | 505 | | | | | | | | | | 1 | | | N | N |
| 1 | 3 | Town of Paradise | I/NI | Maxwell Drive SR2S Connectivity Project | 1017 | Oct-16 | Jun-18 | After | $969 | $804 | $165 | | 5914 | | | 7000 | | | | | | | 1 | | N | N |
| 1 | 3 | Town of Paradise | I/NI | Pearson Road SR2S Connectivity Project | 1018 | Dec-17 | Jun-18 | After | $1,388 | $1,388 | $0 | | | | | 20220 | | | | | | | 1 | | N | N |
| 1 | 8 | Riverside County Department of Public Health, Injury | NI | Safe Routes to School Program, City of Perris | 1149 | Dec-15 | Jun-18 | After | $350 | $348 | $2 | | | | | | | | | | | | 1 | | N | N |
| 1 | 8 | Riverside County Department of Public Health, Injury | NI | Safe Routes to School Program, City of Indio | 1150 | Jun-15 | Jun-18 | After | $500 | $495 | $5 | | | | | | | | | | | | 1 | | Y | Y |
| 1 | 8 | Riverside County | I | Troth Street Safe Routes to School Sidewalk Project | 1159 | Dec-15 | Feb-18 | After | $627 | $627 | $0 | | | | | 4080 | 110 | | | | | | | | N | N |
| 1 | 8 | Riverside County | I | Pyrite Street Safe Routes to School Sidewalk Project | 1160 | Dec-15 | Jan-18 | After | $665 | $660 | $5 | | 5150 | | | 3190 | | | | 2150 | | | | | N | N |
| 1 | 8 | Riverside University Health System-Public Health | NI | Safe Routes to School Program, City of Jurupa Valley | 1154 | Jun-15 | Jun-18 | After | $500 | $499 | $1 | | | | | | | | | | | | 1 | | Y | Y |
| 3 | 1 | City of Fort Bragg | I | Fort Bragg Coastal Trail Phase II | 4680 | Jun-17 | Jun-18 | After | $766 | $766 | $0 | | | | | | | | 8416 | | | | | | N | N |
| 2 | 7 | Ventura County | I/NI | Rio Real Elementary School Pedestrian & Street Improvement Project | 5152A 5251B | Oct-17 | Sep-18 | After | $462 | $462 | $0 | | | | | 1250 | | | | | 2 | | 1 | | N | N |
| 1 | 1 | City of Fort Bragg | I | Chestnut Street Corridor Project | 4612 | Sep-17 | Apr-17 | Before | $259 | $259 | $0 | 917 | | | | | | 24 | | | | | | | Y | N |
| 1 | 3 | El Dorado County | I | Sawmill Bike Trail Safe Access Project | 1218 | Jun-15 | Jan-16 | After | $750 | $750 | $0 | 842 | | | | | | | 842 | | | | | | Y | Y |
| 1 | 4 | City of Alameda | I | Cross Alameda Trail | 2190E | Jun-16 | Apr-18 | After | $2,089 | $2,089 | $0 | | | | | | | 2 | | | | | | | Y | N |
| 1 | 4 | Napa Valley Transportation Authority | I | Napa Vine Trail Phase 2 - Gap Closure | 2300A | Dec-18 | Jun-17 | Before | $3,600 | $3,600 | $0 | 17420 | | | 400 | | | | | | | 2 | | | Y | N |
| 1 | 5 | Santa Cruz County | I | Radar Speed Feedback Signs and Flashing Beacons | 2605 | Feb-17 | Jul-16 | Before | $829 | $824 | $5 | | | | | | | | | | | | | | N | N |
| 1 | 6 | City of Mendota | I/NI | Mendota Elementary Pedestrian Improvements | 6767 | Jun-18 | Dec-16 | Before | $254 | $212 | $42 | | | | | 375 | 50 | 8 | | | 57 | | | | N | N |
| 1 | 6 | Tulare County | I/NI | Terra Bella Sidewalk Improvements | 6781 | Jun-15 | Aug-16 | After | $397 | $263 | $134 | | | | | 1220 | | 4 | | | | | | | N | N |
| 1 | 6 | City of Visalia | I | Mill Creek Trail Downtown Corridor Project | 6782 | Oct-16 | Mar-18 | After | $141 | $141 | $0 | 1062 | | | | 1 | 1 | | | | | | | | Y | N |
| 2 | 6 | City of Selma | Plan | Active Transportation Plan-Selma | 6836B | Apr-18 | Apr-18 | On Schedule | $88 | $88 | $0 | | | | | | | | | | | | 1 | | N/A (Plan) | N/A (Plan) |
| 2 | 6 | City of Bakersfield | I | A' Street Improvements | 6844 | Jul-18 | Jul-18 | On Schedule | $1,055 | $917 | $138 | | | | | 3026 | | | | | | | | | N | N |
| 1 | 6 | City of Porterville | I | Garden Avenue Pedestrian Access Corridor | 6779 | Dec-18 | May-18 | Before | $242 | $232 | $10 | | | | | | 3 | | | | | 1 | | | N | N |
| 1 | 6 | City of Fowler | I | Merced Street Pedestrian Facilities from 3rd Street to 5th Street | 6756 | Jun-18 | May-16 | Before | $267 | $267 | $0 | | | | | | 625 | 5 | | | 7 | | | | N | N |
| 1 | 6 | City of Wasco | I | Highway 43 Pedestrian Safety Lighting | 6776 | Nov-18 | Nov-16 | Before | $593 | $496 | $97 | | | | | | 5280 | | | | 4 | | | | Y | N |
| 1 | 6 | Fresno County | I | Mt. Whitney Paved Pedestrian Bikeway from Grantland to Garfield | 6764 | Aug-19 | Nov-16 | Before | $141 | $141 | $0 | | | | | 2036 | | | | | | | | | Y | N |
| 1 | 6 | Fresno County | I | Dunlap Elementary Crosswalk Lightening System | 6763 | Aug-20 | Nov-17 | Before | $162 | $162 | $0 | | | | | 490 | | 1 | | | | | | | Y | N |
| 1 | 6 | Fresno County | I | Riverdale Pedestrian Improvements | 6765 | Dec-18 | Feb-18 | Before | $704 | $704 | $0 | | | | | | | | | | | | | | Y | N |
| 2 | 6 | Fresno County | I | Biola Sidewalk Project | 6833 | Jun-19 | Apr-19 | On Schedule | $105 | $105 | $0 | | | | | 6 | 6 | | | | | | | | Y | N |
| 1 | 6 | Tulare County | I | Tooleville Sidewalk Improvement | 6780 | Mar-16 | Aug-16 | After | $379 | $247 | $132 | | | | | 304 | | 3 | | | | | | | N | N |
| 1 | 6 | Kern County | I | Highland Elementary School Pedestrian Path | 6747 | Jun-19 | Sep-16 | Before | $275 | $275 | $0 | | | | | | | | | | | | | | N | N |
| 1 | 6 | Kern County | I | Horace Mann Pedestrian Path | 6748 | Aug-19 | Oct-16 | Before | $310 | $297 | $13 | | | | | 1739 | | 4 | | | | | | | N | N |

# ATTACHMENT B - ATP PROJECT COMPLETION REPORT DATA

| GENERAL PROJECT INFORMATION | | | | | | SCHEDULE AND COST | | | | | | BICYCLE FACILITIES (feet) | | | | PEDESTRIAN FACILITIES | | | OUTPUTS | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | COMPLETION DATE | | | ATP PROJECT COST | | | | | | | | | | OTHER | | | | | | | | |
| CYCLE | DIST | AGENCY | PROJECT TYPE | PROJECT TITLE | PPNO | ORIGINAL | ACTUAL | Before/After/ On Schedule | ORIGINAL | ACTUAL | DELTA | CLASS 1 | CLASS II | CLASS III | CLASS IV | NEW SIDEWALKS (feet) | ENHANCED SIDEWALKS (feet) | CROSSWALKS/ CROSSWALK IMPROVEMENTS (#) | MULTI-USE TRAILS (feet) | ROAD DIET (feet) | INTERSECTION/ ADA IMPROVEMENTS (#) | BIKE/PED BRIDGE (#) | PLANS (#) | NI PROGRAM PROJECTS (#) | AGENCY WAS EXPECTED TO USE CORPS PER APP Y/N (at the time of application) | AGENCY USED CORPS Y/N (actual usage, answered in Completion Report) |
| 1 | 6 | Kern County | Plan | Stiern Middle School Pedestrian Path | 6771 | Jul-19 | Jul-16 | Before | $125 | $125 | $0 | | | | | 1220 | | | | | | | | | N/A (Plan) | N/A (Plan) |
| 1 | 7 | City of Cudahy | I | Cudahy Citywide - Pedestrian Crosswalk Improvement Project | 4891 | Jan-17 | Apr-18 | After | $1,271 | $1,207 | $64 | | | | | | | 25 | | | 147 | | | | N | N |
| 1 | 7 | City of Simi Valley | I | Arroyo Simi Greenway Bike Trail Phase 3 | 4865 | Oct-19 | Aug-17 | Before | $1,197 | $1,197 | $0 | 6000 | 1550 | | | | | | 6000 | | | 1 | | | Y | N |
| 1 | 8 | City of Ontario | NI | SRTS Active Transportation - Bon View, Corona, Euclid and Vineyard Elementary Schools | 1156 | May-20 | Nov-17 | Before | $1,164 | $997 | $167 | | | | | 3043 | | | | | | | | | Y | N |
| 1 | 8 | Town of Apple Valley | I/NI | Mojave Riverwalk South | 1171 | Jun-16 | Mar-17 | After | $923 | $923 | $0 | 15312 | | | | | | | | | | | | | N | N |
| 2 | 8 | City of Ontario | I | SRTS Infrastructure Improvement Project - El Camino Elementary | 1197 | Sep-18 | Jan-18 | Before | $368 | $347 | $21 | | | | | | | | | | 7 | | | | Y | N |
| 1 | 11 | City of Westmorland | I | Improve Center Street Pedestrian Facility | 598 | Sep-17 | Sep-17 | On Schedule | $985 | $943 | $42 | | | 1202 | | 3253 | | 17 | | | | | | | Y | N |
| 2 | 8 | Kern County | I | Pedestrian Path Imrpovements on Various Streets in Mojave | 668 | Dec-20 | Jun-18 | Before | $896 | $896 | $0 | | | | | 21535 | 11886 | | | | 18 | | | | N | N |
| 1 | 12 | City of Santa Ana | I | Newhope-Civic Center-Grand Class II Bike Lanes Project | 2170V | Mar-15 | Sep-15 | After | $272 | $176 | $96 | | 9380 | | | | | | | | | | | | N | N |
| 2 | 9 | City of Tehachapi | I | Tehachapi Safe Routes to School Project | 2164 | Sep-16 | Dec-17 | After | $900 | $838 | $62 | | 5220 | | | 4997 | | 6 | | | 11 | | | | Y | N |
| 1 | 12 | City of Santa Ana | I/NI | Safe Routes to School Enhancements for Heninger Elementary | 2170Y | Dec-18 | Feb-18 | before | $480 | $474 | $6 | | | | | | | 2 | | | | | | | N | N |
| 2 | 4 | Marin County Transit District | I | Pedestrian Access & Safety Improvements for the Downtown Novato Bus Transit Facility | 2128F | Dec-17 | Dec-17 | On Schedule | $989 | $989 | $0 | | | | | 610 | 10 | 2 | | | 1 | | | | Y | Y |
| 1 | 7 | City of Ventura | I | Ventura Westside Pedestrian and Bicycle Facility Improvements | 4862 | Mar-20 | Aug-18 | Before | $1,268 | $1,268 | $0 | | 1180 | 950 | | 1100 | 920 | 21 | | | | | | | N | N |
| 1 | 8 | City of San Jacinto | I/NI | Active Transportation Program | 1146 | Jul-19 | Nov-18 | Before | $989 | $863 | $126 | 1200 | 3080 | 500 | | 5996 | | | | | | | | 1 | N | N |
| 1 | 1 | City of Arcata | I | Humboldt Bay Trail: Arcata Rail with Trail | 2404 | Dec-18 | Nov-17 | Before | $3,100 | $3,100 | $0 | | | | | 15840 | | | | | | 5 | | | Y | Y |
| 1 | 1 | Humboldt County Department of Public Works | NI | Redwood Mobility Education Program | 2401 | May-18 | Apr-18 | On Schedule | $600 | $600 | $0 | | | | | | | | | | | | | 1 | N | N |
| 1 | 4 | Contra Costa Transportation Authority | I | Riverside Avenue Pedestrian Crossing | 2122A | Dec-16 | Jul-18 | After | $2,000 | $2,000 | $0 | | | | | | | | | | | 1 | | | Y | N |
| 1 | 6 | City of Farmersville | I | Farmersville Comprehensive Active Transportation Initiative | 6778 | Nov-19 | Nov-17 | Before | $261 | $261 | $0 | | 2835 | | | | 46 | 1 | | 1950 | | | | | Y | N |
| 1 | 12 | City of Santa Ana | I/NI | Safe Routes to School Enhancements for Monte Vista Elementary | 2170P | May-17 | Jun-17 | On Schedule | $430 | $430 | $0 | | | | | | | 1 | | | | | | 1 | N | N |
| 1 | 12 | City of Santa Ana | I/NI | Safe Routes to School Enhancements for King Elementary | 2170X | May-17 | Oct-17 | After | $500 | $464 | $36 | | | | | | | 2 | | | | | | 1 | N | N |
| 1 | 6 | City of Fresno | Plan | 2010 Bicycle/Pedestrian Master Plan | 6758 | Dec-16 | Sep-17 | After | $221 | $221 | $0 | | | | | | | | | | | | 1 | | Y | N |
| 1 | 6 | Tulare County | Plan | County of Tulare SRTS Plan | 6752 | Jun-19 | Apr-18 | Before | $110 | $110 | $0 | | | | | | | | | | | | 1 | | Y | N |
| 1 | 6 | City of Coalinga | Plan | City of Coalinga Active Transportation Plan | 6755 | Dec-16 | Feb-17 | On Schedule | $240 | $229 | $11 | | | | | | | | | | | | 1 | | Y | N |
| 1 | 7 | City of Vernon | Plan | City of Vernon Bicycle Master Plan | 4898 | Aug-15 | Dec-17 | After | $53 | $53 | $0 | | | | | | | | | | | | 1 | | Y | N |
| 1 | 7 | Los Angeles County Metropolitan Transportation Authority | Plan | Blue Line First/Last Mile Plan | 5020 | Feb-16 | Mar-18 | After | $280 | $280 | $0 | | | | | | | | | | | | 1 | | Y | Y |
| 1 | 12 | City of Santa Ana | Plan | Complete Streets Plan | 2170W | Sep-17 | Dec-18 | After | $300 | $297 | $3 | | | | | | | | | | | | 1 | | N/A (Plan) | N/A (Plan) |
| 1 | 8 | Colton | Plan | City of Colton Citywide ATP Plan | 1157 | Dec-16 | Apr-18 | After | $265 | $265 | $0 | | | | | | | | | | | | 1 | | Y | N |
| 1 | 8 | SBCTA | Plan | Points of Interest Pedestrian Plan | 1147 | Sep-15 | Feb-18 | After | $400 | $400 | $0 | | | | | | | | | | | | 1 | | Y | N |
| 1 | 8 | SBCTA (SANBAG) | Plan | Rim of the World Active Transportation Plan | 1170 | Apr-16 | Apr-18 | After | $285 | $285 | $0 | | | | | | | | | | | | 1 | | Y | N |
| 1 | 8 | San Bernardino County Transportation Authority | Plan | Safe Routes to school-Phase 2 | 1145 | Jun-15 | Feb-18 | After | $400 | $400 | $0 | | | | | | | | | | | | 1 | | Y | N |
| 1 | 11 | City of Vista | Plan | Vista Safe Routes to School Master Plan | 1159 | Aug-16 | Feb-17 | After | $120 | $120 | $0 | | | | | | | | | | | | 1 | | Y | N |
| 2 | 6 | Kern Council of Governments | Plan | Kern Region Active Transportation Plan | 6845 | Mar-18 | Mar-18 | On Schedule | $250 | $250 | $0 | | | | | | | | | | | | 1 | | N | N |
| 2 | 2 | Shasta Regional Transportation Agency | Plan | GoShasta Active Transportation Plan | 2574 | Dec-17 | Jun-18 | After | $250 | $250 | $0 | | | | | | | | | | | | **1** | | N | N |
| | | | | | | | | | $73,613 | $70,652 | $2,961 | 55668 | 148198 | 146502 | 5200 | 148917 | 28256 | 695 | 23102 | 15173 | 629 | 13 | 14 | 23 | | |

To view Attachment C, in its entirety,
for the Total ATP Project list,
please use the following link:

http://www.dot.ca.gov/hq/LocalPrograms/atp/2019/attachment-c-active-transportation-program-project-list.pdf

State of California
**DEPARTMENT OF TRANSPORTATION**

California State Transportation Agency

# MEMORANDUM

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

**CTC Meeting**: June 26-27, 2019

**From**: STEVEN KECK, Chief Financial Officer

**Reference Number**: 3.14, Information Item

**Prepared By**: Michael Keever, Chief (Acting)
Division of Project Management

**Subject**: **FISCAL YEAR 2018-19 – THIRD QUARTER – PROJECT DELIVERY REPORT**

## SUMMARY:

The California Department of Transportation (Department) will present the Division of Project Management's Fiscal Year 2018-19 Project Delivery Report, for the third quarter, to the California Transportation Commission (Commission) at its June 26-27, 2019 meeting, as an informational item.

## BACKGROUND:

The purpose of the quarterly Project Delivery Report is to provide the Commission with project delivery information on transportation projects for which the Department was fully responsible for development and construction management. This report is pursuant to the reporting requirements specified by Government Code Sections 14524.16, 14526.6, 14529, and the Commission's action in October 2017.

Attachment

CALIFORNIA DEPARTMENT OF TRANSPORTATION

# Third Quarter
# Fiscal Year 2018-19
# Project Delivery Report

## Quarterly Report to the California Transportation Commission

# Contents

**Executive Summary** ---- Pg 1

Performance Measures ---- Pg 2

**Project Watch List** ---- Pg 3

**Milestone Performance Report** ---- Pg 13

Project Approval, Environmental Documents ---- Pg 14

Right of Way: Projects Certified ---- Pg 15

Delivery: Projects Designed and Ready for Construction ---- Pg 18

Construction: Projects Constructed ---- Pg 20

Closeout Costs ---- Pg 21

**Appendix** ---- Pg 23

(A) Caltrans Fiscal Year 2018-19 State Transportation Improvement Program Project Closeout ---- Pg 24

(B) Caltrans Fiscal Year 2018-19 State Highway Operation and Protection Program Project Closeout ---- Pg 26

B1. SHOPP funds by phase programmed, allocated, and expended for project greater than $50M ---- Pg 31

B2. SHOPP funds by phase programmed, allocated, and expended for projects less than $50 ---- Pg 35

(C) Caltrans Fiscal Year 2018-19 Capital Outlay Support and Construction

G-12 Request Summary ---- Pg 36

(D) Risks Retired Since Previous Report ---- Pg 37

(E) Construction Contracts Awarded vs Supplemental to Award ---- Pg 40

(F) Construction Completed vs Supplemental to Complete Construction ---- Pg 41

# Executive Summary

## Introduction

The California Department of Transportation (Caltrans) delivers transportation capital programs 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 costs. Safety projects reduce fatalities and serious injuries resulting from traffic accidents. System expansion projects reduce congestion by adding lanes or constructing new highways.

## Purpose

This report provides project delivery information on transportation projects for which Caltrans was fully responsible for development and construction management.

## Performance Measures

Measuring and reporting performance on project milestones shows how well Caltrans is meeting its commitments to deliver projects as promised in its primary work programs: the State Transportation Improvement Program (STIP), the State Highway Operation and Protection Program (SHOPP), and for locally funded projects where Caltrans is the implementing agency.

| Contract for Delivery Performance Measure Summary – 3rd Quarter Fiscal Year 2018-19 | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| **Measure** | **Year-To-Date thru 3rd Quarter** | | | **Annual Commitment** | | **Year-End Projection** | | **Last Five Fiscal Year Average** |
| | **Completed** | **Plan** | **Percent** | **Plan** | **Percent** | **Forecast** | **Percent** | **Percent** |
| **Project Approval, Environmental Documents** | | | | | | | | |
| **Draft Environmental Documents Completed** | 44 | 68 | 65% | 94 | 47% | 88 | 94% | 78% |
| **Projects Approved** | 193 | 219 | 88% | 262 | 74% | 255 | 97% | 89% |
| **Right of Way: Projects Certified** | | | | | | | | |
| **Projects Certified** | 174 | 174 | 100 | 257 | 68% | 255 | 99% | 97% |
| **Allocation Funds Committed (millions)** | $75 | NA | NA | $170 | 44% | $128.1 | 75% | 97% |
| **Delivery: Projects Designed and Ready for Construction** | | | | | | | | |
| **Projects Designed and Ready for Construction** | 132 | 149 | 89% | 263 | 50% | 262 | 99% | 98% |
| **Capital Value Ready for Allocation (millions)** | $1,069 | $1,356 | 79% | $2,566 | 42% | $2,302 | 90% | 88% |
| **Construction: Projects Constructed** | | | | | | | | |
| **Projects Constructed** | 135 | 151 | 89% | 178 | 76% | 170 | 96% | 89% |
| **Closeout Costs** | | | | | | | | |
| **State Transportation Improvement Program Costs (millions)** | $783.6 | $721.9 | 109% | NA | NA | NA | NA | 93% |
| **State Highway Operation and Protection Program Costs (millions)** | $1,597.2 | $1,767.6 | 90% | NA | NA | NA | NA | 89% |

# Project Watch List

The Project Watch List identifies projects deemed "at risk" for budget overruns or schedule delays. Projects are continuously monitored and brought to the attention of managers and transportation stakeholders to resolve or minimize issues affecting the budget, scope, or schedule.

The project watch list will change from one quarter to another (projects dropped or added) as supplemental funds are approved, budget risks are mitigated, and schedule risks are resolved. Since the report is prepared quarterly, and in order to keep projects on track to award, projects that have not been included on the watch list may require supplemental funds requests between reports. While this report is intended to reflect information at the end of the reporting period, information for narratives is updated up to the time the report is published to provide the most accurate information possible.

## Budget (Supplemental Funds) and Delivery Risks

Caltrans balances risk in project budgeting with the need to ensure that an appropriate mix of projects are brought forward in sufficient quantities to use its annual federal obligation authority and other available transportation funding effectively. Complete and reasonable estimates are necessary to avoid undesired consequences, including loss of federal or local funds. Before presenting capital or capital outlay support (COS) budget change requests to the Commission, Caltrans thoroughly examines each request to validate costs and evaluate options. A summary of current budget risks is provided in the table below.

### Summary of Potential Supplemental Funds

| Budget Risk Type | Projects | Programmed Budget (millions) | Estimated Risk $ (millions) | Potential Date |
|---|---|---|---|---|
| **Pre-Construction – 29 of 1,236 Total Projects or 2%** | | | | |
| **COS Supplementals** | 8 | $17 | $13 | Within 6 months |
| **Greater Than 120% Allocations** | 18 | $261 | $12 | Within 6 months |
| **Supplementals to Award** | 3 | $9 | $7 | Within 6 months |
| **During Construction – 29 of 759 Total Projects[1] or 4%** | | | | |
| **COS Supplementals** | 13 | $152 | $14 | Within 1 year |
| **Supplementals to Complete Construction** | 15 | $956 | $74 | Within 1 year |
| **Partnership Projects - Local Agency Implementing Agency** | 1 | $45 | $25 | After completion |
| **Post-Construction – 5 of 965 Total Projects or <1%** | | | | |
| **COS Supplementals** | 4 | $52 | $17 | Within 1 year |
| **Right of Way Adjustments** | 1 | $5 | $4 | After completion |
| **Total** | **63** | **$1,497** | **$166** | |
| **Total Risks Versus Active Projects: 63 of 2,815[2] or 2.2%** | | | | |

*[1] The total number of projects in Construction as of March 2019, HQs Division of Construction.*
*[2] 2,815 is the total number of authorized projects as of March 2019, Statewide Delivery Plan, HQs Division of Project Management.*

| County | Route | Description | Program | Programmed Budget ($1,000s) | Risk Component | Risk Level | Risk Trend | Risk Description |
|---|---|---|---|---|---|---|---|---|
| **Pre-Construction-Delivery Delays: 54 Projects at risk of missing the FY 18/19 (and beyond) delivery years** | | | | | | | | |
| MEN | 001 | Mendocino 1 Three Bridges Project | SHOPP | 2,825 | Fiscal Year Delivery | Medium | Same as Previous | The risk is due to staff re-assignment to handle the immediate needs of emergency projects. |
| VAR | VAR | Trinity Workers Safety | SHOPP | 4,769 | Fiscal Year Delivery | Medium | New | Permit delay from the SHA-TRI National Forest Service due to the last Federal Government shutdown that is having impacts on the scheduled FY delivery. |
| ORA | 001 | 12-0N850 PCH Modify Signal, Safety lighting | SHOPP | 2,934 | Fiscal Year Delivery | High | New | Right of way acquisition challenges. |
| ALA | 013 | Ala 13/CC 24 Enhance Lighting | SHOPP | 7,648 | Fiscal Year Delivery | Low | New | Potholing issues and challenges regarding a terminated contractor's contract can delay the schedule. |
| SON | 101 | REGRADE SLOPE | SHOPP | 4,447 | Fiscal Year Delivery | Medium | New | Involves permit from the California Department of Fish and Wildlife. |
| LA | 001 | TMDL- 18/19 | SHOPP | 9,681 | Fiscal Year Delivery | Medium | New | Needs lane closure approval from the City of Malibu and utility potholing in 30 locations, which can delay the RW Certification. |
| STA | 108 | RIVERBANK SLOPE PROTECTION | SHOPP | 4,100 | Fiscal Year Delivery | High | New | Involves finalizing a permit from the Central Valley Flood Protection Board. |
| SF | 101 | Alemany Circle UC Deck Replacement | SHOPP | 42,690 | Fiscal Year Delivery | Low | New | Potholing issues and challenges regarding a terminated contractor's contract can delay the schedule. |
| ALA | 880 | PAVE AREAS FROM SHOULDER TO SOUNDWALL | SHOPP | 7,392 | Fiscal Year Delivery | Low | New | Involves potholing issues and challenges regarding a terminated contractor's contract that are being worked out. |
| ALA | 013 | UPGRADE CURB RAMPS and SIDEWALKS | SHOPP | 5,203 | Fiscal Year Delivery | Medium | New | Potholing issues and challenges regarding a terminated contractor's contract can delay the schedule. |
| SON | 101 | BIG PAVE SEGMENT 2 | SHOPP | 88,808 | Fiscal Year Delivery | Medium | New | Potholing issues and challenges regarding a terminated contractor's contract can delay the schedule. |
| MRN | 001 | Curb Ramps | SHOPP | 5,478 | Fiscal Year Delivery | Medium | New | Involves potholing issues and challenges regarding a terminated contractor's contract that are being worked out. |
| SCL | 085 | SCL 85 & ALA 80 | SHOPP | 4,272 | Fiscal Year Delivery | Medium | New | Potholing issues and challenges regarding a terminated contractor's contract can delay the schedule. |
| ALA | VAR | Pedestrian Hybrid Beacons | SHOPP | 4,813 | Fiscal Year Delivery | Medium | New | Involves potholing issues and challenges regarding a terminated contractor's contract that are being worked out. |
| SJ | 099 | VICTOR ONRAMP | SHOPP | 13,000 | Fiscal Year Delivery | High | New | Right of way acquisition challenges. |

| County | Route | Description | Program | Programmed Budget ($1,000s) | Risk Component | Risk Level | Risk Trend | Risk Description |
|---|---|---|---|---|---|---|---|---|
| SJ | 004 | SJ SR 4 Reconstruction of Hinge 32 | SHOPP | 4,057 | Fiscal Year Delivery | High | New | Needs response from the Union Pacific Railroad that has resource challenges due to lay-offs in its organization. |
| DN | 101 | Hunter/Panther Creek Bridge Replacement | SHOPP | 33,373 | Fiscal Year Delivery | Very High | New | The risk is due to staff re-assignments to handle the immediate needs of emergency projects. |
| HUM | 254 | CONSTRUCT FISH CREEK BRIDGE | SHOPP | 2,909 | Fiscal Year Delivery | Medium | Same as Previous | Involves the need for topographic surveying to address sensitive environmental and design issues that includes fish passage and stream modeling. |
| RIV | 010 | RIV 10 REHAB SUBSTRUCTURE | SHOPP | 17,325 | Fiscal Year Delivery | Low | Same as Previous | The project is at risk regarding two permits: 1602 with the Department of Fish & Wildlife; and 401 for California Water Quality Control Board. Also, the project involves Right of Way easement challenges. |
| SBT | 025 | Rte 25 Curve Alignment Restoration | SHOPP | 9,416 | Fiscal Year Delivery | Very High | New | The risk involves cultural resources feature; in coordination with the native American tribal group, it was determined that SHPO consultation is required. |
| STA | 005 | WESTLEY REST AREA REHAB | SHOPP | 904 | Fiscal Year Delivery | High | Same as Previous | The risk involves mechanical and electrical re-design challenges. |
| KER | 223 | Derby Street Signalization | SHOPP | 3,468 | Fiscal Year Delivery | Very High | Increased | Involves Union Pacific Railroad's approval as well as PG&E for utility relocation. |
| LA | 101 | Bridge Replacement | SHOPP | 19,066 | Fiscal Year Delivery | High | Same as Previous | Right of way acquisition challenges. |
| HUM | 101 | 4th Street Safety | SHOPP | 10,016 | Fiscal Year Delivery | High | Same as Previous | Involves necessary scope increase; due to the addition of driveway replacements to the project; RW's lead-time has increased from 12 months to 21 months. The team is taking a risk to deliver the project based on its current schedule. |
| HUM | 101 | Eureka/Arcata Corridor MBGR | SHOPP | 9,715 | Fiscal Year Delivery | Very High | Same as Previous | Involves wetland delineation and coordination with the permitting agencies; there is a significant decrease in available acreage for wetland creation than originally anticipated. |
| HUM | 101 | Arcata Acceleration / Deceleration Lanes | SHOPP | 12,027 | Fiscal Year Delivery | Very High | Same as Previous | Involves wetland delineation and coordination with the permitting agencies; there is a significant decrease in the available acreage for wetland creation than originally anticipated. |

| County | Route | Description | Program | Programmed Budget ($1,000s) | Risk Component | Risk Level | Risk Trend | Risk Description |
|---|---|---|---|---|---|---|---|---|
| MER | 099 | MER-99 PAVEMENT REHABILITATION | SHOPP | 81,819 | Fiscal Year Delivery | Very High | Increased | Right of way acquisition challenges. |
| SLO | 001 | Piedras Blancas Offsite Mitigation Project | SHOPP | 11,012 | Fiscal Year Delivery | Very High | Same as Previous | Right-of-entry challenges might result in the need to re-negotiate with the regulatory agencies for a new location for mitigation. |
| LAK | 029 | Lake 29 Expressway | SHOPP | 66,050 | Fiscal Year Delivery | Low | Decreased | 7 of 21 parcels are going to condemnation. RTL is at risk since Caltrans might not have possession of all the parcels in time. |
| HUM | 101 | Corridor Bridge Rails | SHOPP | 13,655 | Fiscal Year Delivery | Very High | Same as Previous | Involves wetland delineation and coordination with the permitting agencies; there is a significant decrease in available acreage for wetland creation than originally anticipated. |
| MEN | 001 | Pudding Creek CAPM | SHOPP | 15,113 | Fiscal Year Delivery | Medium | Same as Previous | Involves Coastal Permit. |
| MEN | 001 | Pudding Creek CAPM | SHOPP | 15,113 | Fiscal Year Delivery | Low | Decreased | Involves Coastal Permit. |
| ORA | 133 | 12-0N870 Extend NB merge lane at Canyon Acres. | SHOPP | 3,764 | Fiscal Year Delivery | High | Increased | Involves Coastal Permit. |
| ALA | 880 | Lake Merritt Railroad Bridge Replacement | SHOPP | 3,000 | Fiscal Year Delivery | Very High | Same as Previous | Right of way acquisition challenges. |
| ALA | 084 | NILES CANYON SAFETY PROJECT | SHOPP | 39,800 | Fiscal Year Delivery | High | Same as Previous | The environmental document is being challenged legally by the Alameda Creek Alliance impacting the environmental permits. |
| ALA | 084 | NILES CANYON BRIDGE REPLACEMENT PROJECT | SHOPP | 42,074 | Fiscal Year Delivery | High | Same as Previous | The environmental document is being challenged legally by the Alameda Creek Alliance impacting the environmental permits. |
| VEN | 033 | Scour Mitigation & Rail Upgrade | SHOPP | 10,022 | Fiscal Year Delivery | Very High | Same as Previous | The project involves fish passage and 1602 permit challenges with the California Department of Fish and Wildlife. |
| IMP | 008 | I-8 IMPERIAL AVENUE INTERCHANGE | STIP-RIP | 39,098 | Fiscal Year Delivery | Medium | Decreased | Involves Utility Relocation. |
| SD | 008 | BUCKMAN SPRINGS SRRA WATER SYSTEMS | SHOPP | 6,278 | Fiscal Year Delivery | Medium | Decreased | The project needs the concurrence of the US Forest Service. |
| SBD | 040 | SBD 40 REGRADE MEDIAN CROSS SLOPE (NEAR ARIZONA) | SHOPP | 35,088 | Fiscal Year Delivery | Low | Same as Previous | The project is at risk regarding four permits: 1602 and 2081 with the Department of Fish & Wildlife; 401 for California Water Quality Control Board; and 404 for Army Corps of Engineers. |

| County | Route | Description | Program | Programmed Budget ($1,000s) | Risk Component | Risk Level | Risk Trend | Risk Description |
|---|---|---|---|---|---|---|---|---|
| SLO | 041 | Route 41 Atascadero ADA Project | SHOPP | 8,612 | Fiscal Year Delivery | Very High | Same as Previous | Addition of bike lanes introduced and designed by the city will be incorporated into the state's plans, which will result in additional reviews that were unaccounted for. |
| SB | 101 | Gaviota Rest Area Water Systems Upgrade | SHOPP | 5,295 | Fiscal Year Delivery | Medium | Same as Previous | Additional requirements are introduced for Coastal Development Permit, Zoning Clearance, and Conditional Use Permit. |
| MON | 001 | Big Sur CAPM | SHOPP | 29,520 | Fiscal Year Delivery | Very High | Increased | Involves utility relocation and it needs utility agreement. |
| BUT | 099 | Cottonwood Creek Bridge Replacement | SHOPP | 11,964 | Fiscal Year Delivery | Low | New | Involves 408 permit from the Army Corp of Engineers. |
| NEV | 174 | SR-174 Safety Improvement Project | SHOPP | 28,803 | Fiscal Year Delivery | Very High | New | Involves right of way acquisition, utility relocation, and environmental permit. |
| YUB | 020 | Timbuctoo | SHOPP | 67,321 | Fiscal Year Delivery | High | New | Utility Relocation challenges; Approval is needed from the Public Utility Commission. |
| NEV | 080 | Farad Ditch Slope Stabilization | SHOPP | 12,520 | Fiscal Year Delivery | Medium | New | Right of way acquisition. |
| YUB | 020 | Browns Valley Rehab | SHOPP | 62,610 | Fiscal Year Delivery | Very High | New | Right of way acquisition involves potential condemnation of 4 parcels. |
| ED | 050 | Camino Safety Project | SHOPP | 48,000 | Fiscal Year Delivery | Very High | New | Involves right of way acquisition and utility relocation challenges. |
| YUB | 070 | Simmerly Slough (SHOPP) | SHOPP | 82,900 | Fiscal Year Delivery | High | New | Involves the Army Corp of Engineers 408 Permit and potential RW condemnation. |
| SAC | VAR | Lagoon Creek and American River Bridge | SHOPP | 26,792 | Fiscal Year Delivery | Very High | New | Involves 408 permit from the Army Corp of Engineers. |
| DN | 101 | Dr. Fine Bridge Replacement | SHOPP | 10,942 | Fiscal Year Delivery | High | Same as Previous | CA Fish and Wildlife requires an EIR. |
| SON | 001 | Gleason Realignment | SHOPP | 46,800 | Fiscal Year Delivery | Very High | Same as Previous | Visual mitigation requirements and possible condemnation. |
| SAC | VAR | Paintersville & Mokelumne Seismic Retrofit | SHOPP | 38,681 | Fiscal Year Delivery | Very High | New | Permits. |
| **Pre-Construction-COS Supplementals: 8 projects with a programmed budget of $17M and risks between $3M to $13M** | | | | | | | | |
| CAL | 004 | Bridge Replacement | SHOPP | 605 | PA&ED | Low | New | Involves additional geotechnical drilling services and environmental studies to accommodate the design flow under the bridge. |
| LAK | VAR | Morrison, Robinson & Kelsey Creek | SHOPP | 200 | PA&ED | Very High | Same as Previous | Involves scope and strategy changes. |

| County | Route | Description | Program | Programmed Budget ($1,000s) | Risk Component | Risk Level | Risk Trend | Risk Description |
|---|---|---|---|---|---|---|---|---|
| SBD | 015 | CONSTRUCT NEW SB WEIGH STA & TRUCK INSP FAC | SHOPP | 286 | PA&ED | Medium | Same as Previous | Involves Right of Way and federal land transfer challenges from the US Forest Service. |
| SLO | 001 | Piedras Blancas Offsite Mitigation Project | SHOPP | 1,057 | PS&E | High | Same as Previous | Mitigation challenges and right-of-entry issues from the California Department of Parks and Recreation resulted in high PS&E cost. |
| VEN | 033 | Scour Mitigation & Rail Upgrade | SHOPP | 1,112 | PS&E | Medium | Decreased | Involves fish passage challenges with the CDFW. |
| LA | 066 | Upgrade ADA Ramps & Accessibility | SHOPP | 50 | Right of Way Support | Low | Same as Previous | Potholing Challenges. |
| SD | 075 | SR-75 CORONADO BRIDGE-PIERS | SHOPP | 2,823 | PA&ED | Very High | Increased | The project involves a seismic retrofit study that currently estimates a $2M increase in the total funding needs. |
| DN | 101 | Dr. Fine Bridge Replacement | SHOPP | 10,942 | PA&ED | High | Same as Previous | Involves three challenging alternatives that are being evaluated regarding the Environmental Document. |
| **Pre-Construction-Greater Than 120% Allocation: 18 projects with a programmed budget of $261M and risks between $10M to $12M** | | | | | | | | |
| YUB | 020 | Browns Valley Rehab | SHOPP | 38,100 | Construction Capital | High | Same as Previous | Right of way acquisition, involves potential condemnation of 4 parcels. |
| LA | 210 | Pavement Preservation | SHOPP | 120,000 | Construction Capital | High | New | Scope increase to include to meet the safety standards of the current bridge report. |
| SLO | 041 | Route 41 Atascadero ADA Project | SHOPP | 3,550 | Construction Capital | Very High | New | Involves unaccounted electrical tasks in the PS&E phase which consist of signal relocation and conduit replacement. |
| VAR | VAR | Mon Scr Roadside Safety | SHOPP | 2,900 | Construction Capital | High | New | Involves more traffic control tasks including increases in roadway excavation to accommodated the project's needs. |
| SJ | 004 | SJ SR 4 Reconstruction of Hinge 32 | SHOPP | 631 | Construction Support | High | New | Design strategy change in the structure design requires additional construction support. |
| SJ | 004 | SJ SR 4 Reconstruction of Hinge 32 | SHOPP | 3,428 | Construction Capital | High | New | Design strategy change in the structure design requires additional construction capital. |
| SJ | 099 | VICTOR ONRAMP | SHOPP | 13,000 | Construction Capital | Medium | New | Involves utility relocation and added sign structure work. |
| MEN | 020 | Calpella 2 Bridge Replacements | SHOPP | 25,832 | Construction Capital | Very High | Same as Previous | Involves scope and strategy changes. |
| LAK | VAR | Morrison, Robinson & Kelsey Creek | SHOPP | 726 | PS&E | Very High | New | Involves scope and strategy changes. |
| LA | 005 | Upgrade Pumps | SHOPP | 1,500 | Construction Support | High | Same as Previous | The project needs electrical supply upgrades. |

| County | Route | Description | Program | Programmed Budget ($1,000s) | Risk Component | Risk Level | Risk Trend | Risk Description |
|---|---|---|---|---|---|---|---|---|
| LA | 001 | Tunnel Lighting | SHOPP | 1,903 | Construction Support | High | Same as Previous | The number of light fixtures for the tunnel has increased, resulting in an increase in the construction capital. |
| MER | 005 | MER John Erreca Roadside Rest Area | SHOPP | 16,700 | Construction Capital | High | Increased | Involves increase in added sign structure work, roadway utility relocation, and increase in structure estimates. |
| SJ | 205 | SR205 SMART CORRIDOR - PHASE 2 | SHOPP | 13,257 | Construction Capital | Medium | New | Needs additional storage lengths at the on-ramps, increasing the number of working days and construction estimates. |
| LAK | VAR | Manning & Polk Jones Cattle Pass | SHOPP | 410 | PS&E | Very High | Same as Previous | Involves the need to widen Morrison Creek bridge to accommodate for dedicated sidewalk for the Complete Streets requirements. |
| VEN | 033 | Scour Mitigation & Rail Upgrade | SHOPP | 2,460 | Construction Capital | High | Same as Previous | The project involves fish passage and 1602 permit challenges with the California Department of Fish and Wildlife. |
| LA | 001 | Tunnel Lighting | SHOPP | 5,180 | Construction Capital | High | Same as Previous | The number of light fixtures for the tunnel has increased, resulting in an increase in the construction capital. |
| LA | 005 | Upgrade Pumps | SHOPP | 4,803 | Construction Capital | High | Same as Previous | The project needs electrical supply upgrades. |
| MER | 152 | MERCED SEISMIC RESTORATION | SHOPP | 6,530 | Construction Capital | High | Same as Previous | Analysis of super-structure found liquefaction at two of the seven bridges; the soil settlement challenges is expected to result in cost increases. |
| **Pre-Construction-Supplementals to Award: 3 projects with a programmed budget of $9M and risks between $4M to $7M** | | | | | | | | |
| TUO | 120 | TUO, STA, MPA Rumble Strips | SHOPP | 1,579 | Construction Capital | High | New | Involves updated engineer's estimate to accommodate the need to increase the quantity of the traffic stripe items to apply 2-Coat "Paint Traffic Stripe." |
| LAK | VAR | Morrison, Robinson & Kelsey Creek | SHOPP | 3,821 | Construction Capital | Very High | Same as Previous | Change in strategy due to recently identified cultural artifacts in the bridge footing areas. |
| SIS | 096 | 96 Culverts | SHOPP | 3,271 | Construction Capital | High | Same as Previous | Bids came higher than expected. |
| **During Construction-COS Supplementals: 13 projects with a programmed budget of $152M and risks between $8M to $14M** | | | | | | | | |
| SJ | 132 | VERNALIS SR 132 REHAB | SHOPP | 3,334 | Construction Support | High | New | Involves mitigation of unsuitable soils at multiple location which resulted in the application of additional lean concrete base in these locations. |

| County | Route | Description | Program | Programmed Budget ($1,000s) | Risk Component | Risk Level | Risk Trend | Risk Description |
|---|---|---|---|---|---|---|---|---|
| MER | 005 | ERRECA REST AREA WASTEWATER SYSTEM | SHOPP | 2,271 | Construction Support | High | New | The District took a risk in delivering the project during an increasing market trend; currently, the latest Estimates At Completions show that the project might need supplemental funds to complete construction. |
| LA | 405 | 5 its upgrade | SHOPP | 1,476 | Construction Support | Medium | Same as Previous | During construction inspections, the existing communication conduits were determined to be in worse condition than what had been anticipated and there are compatibility issues between the present systems and the new fiber optic cable system. |
| LA | 001 | 1 amber alert | SHOPP | 1,480 | Construction Support | Medium | Same as Previous | Involves additional equipment testing. |
| CAL | 004 | BIG TREES STATE PARK WALL | SHOPP | 1,947 | Construction Support | Very High | Increased | Construction was extended over two construction seasons for cultural and biological studies. |
| MAD | 099 | Chowchilla 2R Rehab | SHOPP | 15,580 | Construction Support | Low | New | The project was awarded with low bids; there is a risk that substantial unforseen cost would result in supplemental. |
| ALP | VAR | ALP, CAL, AMA TREE PRUNING | SHOPP | 2,800 | Construction Support | Low | Decreased | Involves biological/cultural surveys and Native American monitoring tasks. |
| ALP | VAR | Tree Pruning and Removal | SHOPP | 1,260 | Construction Support | Low | Decreased | Involves Hazardous trees, biological/cultural survey, and biological/cultural and native American monitoring. |
| KER | 058 | Gap Closure Rehab | SHOPP | 4,055 | Construction Support | Low | New | Due to multiple projects in the area, lane closures may have to be restricted resulting in potential increases to contract duration and support costs. |
| LA | 047 | Schuyler Heim Bridge Replacement | SHOPP | 79,000 | Construction Support | Low | Same as Previous | Supplemental funds were approved at the March 2016 CTC meeting with 50% confidence. |
| SJ | 099 | SOUTH STOCKTON 6-LANE WIDENING | BOND | 7,000 | Right of Way Support | Very High | Same as Previous | Involves dispose of excess parcels. |
| SJ | 099 | SOUTH STOCKTON 6-LANE WIDENING | BOND | 20,000 | Construction Support | Very High | Same as Previous | Address claims for delays due to utility relocation and railroad agreement. |
| SJ | 004 | SR 4 CROSSTOWN RAMP EXTENSION | Bond | 12,200 | Construction Support | Very High | Same as Previous | Construction claims. |

| County | Route | Description | Program | Programmed Budget ($1,000s) | Risk Component | Risk Level | Risk Trend | Risk Description |
|---|---|---|---|---|---|---|---|---|
| **During Construction-Supplementals to Complete Construction: 15 projects with a programmed budget of $956M and risks between $37M to $74M** | | | | | | | | |
| TUL | 201 | Bridge Widening | SHOPP | 9,371 | Construction Capital | Medium | New | G-12 has been fully utilized; at this time, there is no contingency to safeguard against the potential unknowns. |
| KER | 058 | Belle Terrace Overcrossing | SHOPP | 30,960 | Construction Capital | Very High | New | G-12 has been fully utilized; at this time, there is no contingency to safeguard against the potential unknowns. |
| MEN | 101 | Peregrine Slides | SHOPP | 13,762 | Construction Capital | Medium | Same as Previous | Involves complex geotechnical issues. |
| LA | 210 | Pavement & Roadway Rehab | SHOPP | 17,173 | Construction Support | Medium | Same as Previous | Involves scope increase due to discovery of additional damaged slabs in lanes 1 and 2 of both directions of the 210 freeway within the project limit. |
| SJ | 088 | CLEMENTS CAPM | SHOPP | 6,343 | Construction Capital | Medium | New | At this time, there is no contingency to safeguard against the potential unknowns. |
| NEV | 080 | Relocate Floriston Sand House | SHOPP | 2,478 | Construction Capital | Medium | New | Involves construction claim disputes regarding "Buy America" steel. |
| TUO | 108 | SR108 INTERSECTION IMPROVEMENT | SHOPP | 3,270 | Construction Capital | Medium | New | G-12 has been fully utilized; at this time, there is no contingency to safeguard against the potential unknowns. |
| CAL | 004 | BIG TREES STATE PARK WALL | SHOPP | 7,167 | Construction Capital | Very High | Increased | Identified unexpected high groundwater that needs to be mitigated. |
| KER | 119 | 119/43 Roundabout | SHOPP | 4,200 | Construction Capital | Medium | New | Involves utility conflicts. |
| LA | 001 | Malibu Roadway Stabilization | SHOPP | 10,432 | Construction Capital | Very High | Increased | Involves a CCO to accommodate for a pedestrian/bicycle path. |
| SJ | 004 | SR 4 CROSSTOWN RAMP EXTENSION | Bond | 67,084 | Construction Capital | Very High | Same as Previous | Utility Relocation issues, claims, and arbitration are expected. |
| LA | 710 | LA-710 Rehab Phase 1 | SHOPP | 217,000 | Construction Capital | High | Same as Previous | Construction Claims. |
| LA | 047 | Schuyler Heim Bridge Replacement | SHOPP | 428,421 | Construction Capital | Medium | Same as Previous | Additional funds may be needed based on the latest Risk Management and Exposure (RME) Report. |
| SHA | 005 | Antlers Br Replacement | SHOPP | 134,150 | Construction Capital | High | Same as Previous | Construction Claims. |
| LA | 018 | Replace bridge deck LA-18 | SHOPP | 3,732 | Construction Capital | High | Same as Previous | Repairs to the damaged local road caused by traffic detour. |

| County | Route | Description | Program | Programmed Budget ($1,000s) | Risk Component | Risk Level | Risk Trend | Risk Description |
|---|---|---|---|---|---|---|---|---|
| **During Construction-Partnership Projects-Local Agency Implementing Agency: 1 project component with a programmed budget of $45M and risks between $19M to $25M** | | | | | | | | |
| LA | 710 | Gerald Desmond Bridge | SHOPP | 45,000 | Construction Support | Low | Same as Previous | Additional support needed for increased working days. |
| **Post-Construction-COS Supplementals to Closeout: 4 projects with a programmed budget of $52M and risks between $0.1M to $17M** | | | | | | | | |
| SAC | 080 | I-80 Across the Top | Bond | 104,588 | Construction Capital | High | New | Construction Claims. |
| MON | VAR | Roadside Safety improvements, MON County | SHOPP | 2,209 | Construction Capital | Medium | Same as Previous | Construction Claims. |
| ORA | 074 | 12-0E310 - I5/SR74 Interchange | STIP | 30,231 | Construction Capital | Low | Same as Previous | Construction Claims |
| TUL | 099 | Goshen to Kingsburg 6-lane | Bond | 75,863 | Construction Capital | Very High | Same as Previous | Construction Claims. |
| **Post Construction: Right of Way Adjustment: 1 project with programmed budget of $5M and risks between $0.1M to $4M** | | | | | | | | |
| SB | 101 | Linden & Casitas Pass Interchanges | STIP | 5,394 | Right of Way Capital | High | Same as Previous | Involves utility companies and locals' share adjustments. |

# Contract for Delivery
# Milestone Performance Report

## Project Approval, Environmental Documents

### Draft Environmental Documents Completed Summary

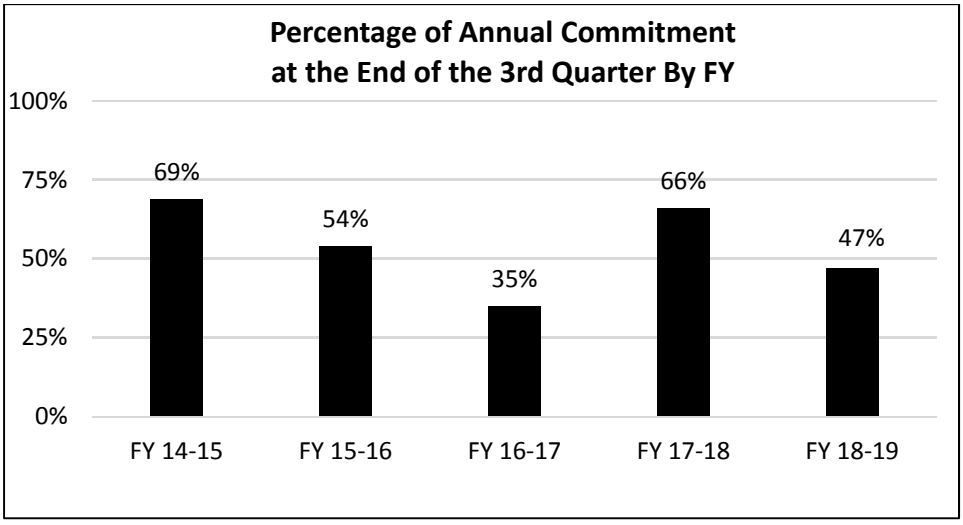
The project team conducts environmental studies to analyze the effect of various project alternatives. The result of the studies is an environmental document. The type of environmental document depends on the significance of the impacts.

*In fiscal year 2018-19, Caltrans committed to deliver 94 draft environmental documents. Through the end of the third quarter, fiscal year 2018-19, Caltrans completed a total of 44, or 47 percent of the annual commitment.*

### Measure: Draft Environmental Documents Completed – 3rd Quarter FY 2018-19

**Fiscal Year 2018-19**

| Year-to-Date thru 3rd Quarter | | | Annual Commitment | | Year-End Projection | | Last Five Fiscal Year Average |
|---|---|---|---|---|---|---|---|
| Completed | Plan | Percent | Plan | Percent | Forecast | Percent | Percent |
| 44 | 68 | 65% | 94 | 47% | 88 | 94% | 78% |



## Project Approval Summary

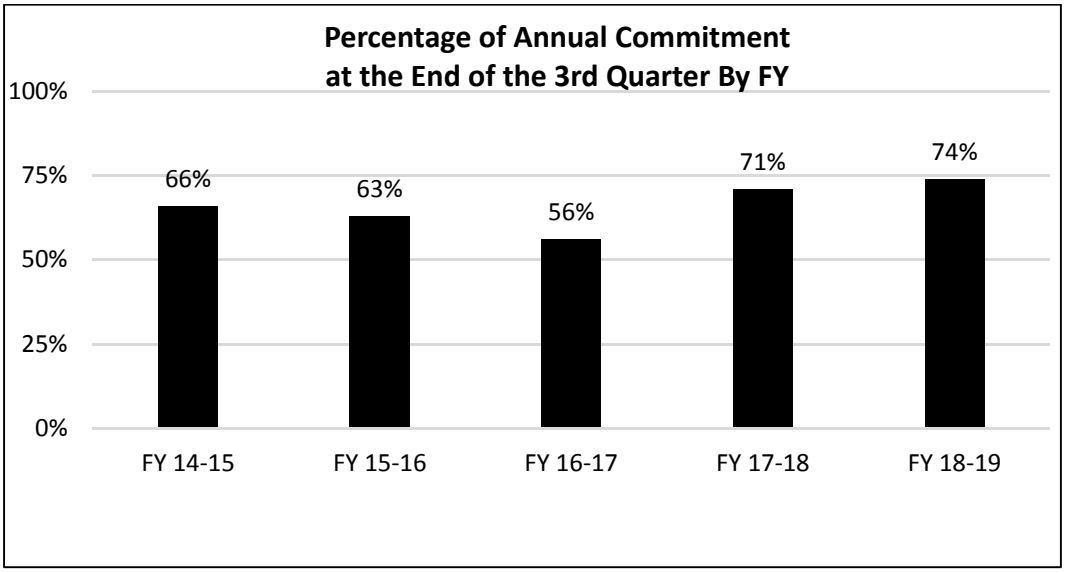
Project approval is also commonly referred to as "PA&ED," which is an abbreviation for the Project Approval and Environmental Document project milestone. Project approval is achieved when the Project Report has been signed. The Project Report includes the selection of the preferred project alternative and includes the project's environmental document.

*In fiscal year 2018-19, Caltrans committed to deliver 262 project approvals and environmental documents. Through the end of the third quarter, fiscal year 2018-19, Caltrans approved a total of 193, or 74 percent of the annual commitment.*

## Measure: Projects Approved, Environmental Documents – 3rd Quarter FY 2018-19

### Fiscal Year 2018-19

| Year-to-Date thru 3rd Quarter | | | Annual Commitment | | Year-End Projection | | Last Five Fiscal Year Average |
|---|---|---|---|---|---|---|---|
| Completed | Plan | Percent | Plan | Percent | Forecast | Percent | Percent |
| 193 | 219 | 88% | 262 | 74% | 255 | 97% | 89% |



# Right of Way: Projects Certified

## Projects Certifications Summary

Right of way certification is achieved when all needed properties have been obtained, either by easement or acquisition, and all railroad and utility constraints are cleared.

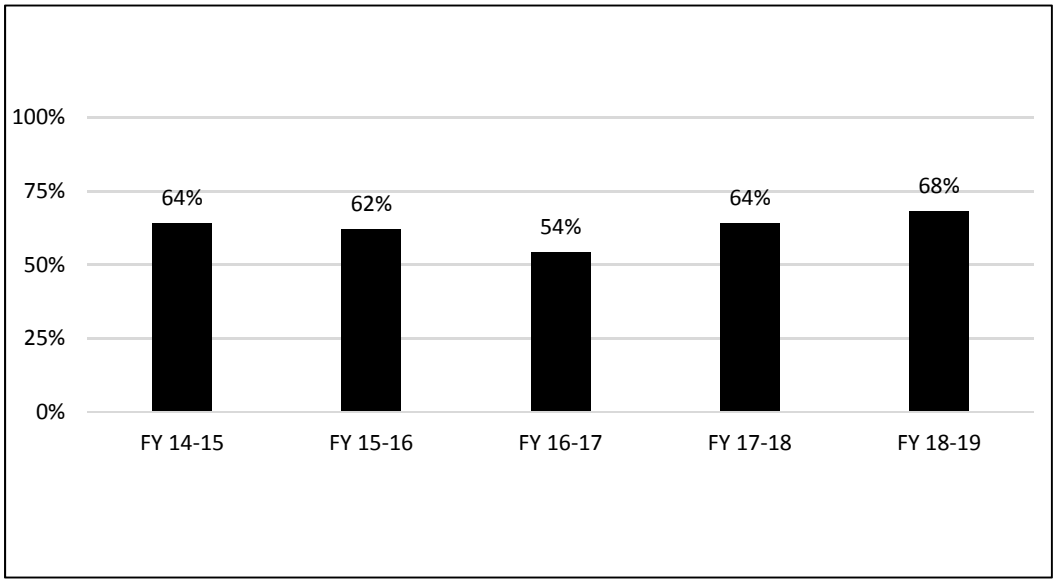
*In fiscal year 2018-19, Caltrans committed to certify right of way for 257 projects. Through the end of the third quarter, fiscal year 2018-19, Caltrans certified a total of 174 projects, or 68 percent of the annual commitment.*

## Measure: Projects Certified – 3rd Quarter Fiscal Year 2018-19

### Fiscal Year 2018-19

| Year-to-Date thru 3rd Quarter | | | Annual Commitment | | Year-End Projection | | Last Five Fiscal Year Average |
|---|---|---|---|---|---|---|---|
| Completed | Plan | Percent | Plan | Percent | Forecast | Percent | Percent |
| 174 | 174 | 100% | 257 | 68% | 255 | 99% | 97% |

**Percentage of Annual Commitment at the End of the 3rd Quarter By FY**



## Allocated Funds Committed

The Division of Right of Way prepares an annual right of way capital plan and receives an annual allocation approved by the California Transportation Commission. Caltrans reports quarterly how funds have been committed against the plan and prepares a report for the Commission after the year has closed.

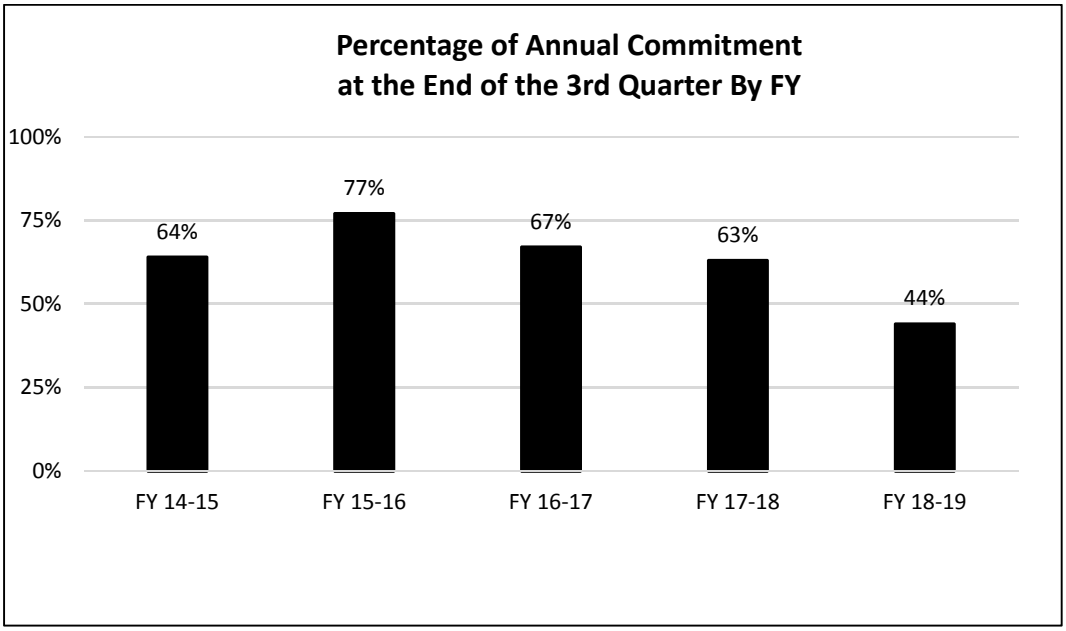
*For fiscal year 2018-19, the Right of Way Capital Plan outlines funding needed to keep programmed projects on track for delivery as planned. Caltrans requested and received an allocation of $170 million. Through the end of the third quarter, fiscal year 2018-19, Caltrans committed $75 million, or 44 percent of the annual right of way allocation approved by the Commission. This is not typical as shown in the diagram below. The reason is due to the challenges related to the Coordinated Border Infrastructure Program (CBI) involving timely implementation of utility relocation plans by the utility owners in Calpine and San Diego. Only $2.2 million (8%) of the CBI funds could be committed in the third quarter. Right of Way is informing the Commission via the preliminary closing Book Item 2.2C in June 2019 that it will not be able to commit $41.88 million of the $170 million allocated in this fiscal year, which includes $20.88 million for CBI and $21 million for SHOPP, resulting in a year-end projection of $128.12 million.*

## Measure: Allocated Funds Committed – 3rd Quarter Fiscal Year 2018-19

### Fiscal Year 2018-19 (millions)

| Annual Commitment | | | Year-End Projection | | Last Five Fiscal Year Average |
|---|---|---|---|---|---|
| Committed | Plan | Percent | Forecast | Percent | Percent |
| $75 | $170[1] | 44% | $128.1 | 75% | 97% |

[1] *As discussed in Book Item 2.2C of the June 2019 Commission meeting, Right of Way will not be able to commit the entire allocated amount in fiscal year 2018-19.*



## Right of Way Capital Plan

The table below shows different categories of planned right of way capital expenditures for fiscal year 2018-19. The table shows the allocation and the actual funds committed by category.

### Right of Way Capital Funding (millions)

| Category | Allocated (millions) | Committed (millions) | Committed Percent Per Category |
|---|---|---|---|
| **Capital Projects** | | | |
| **State Transportation Improvement Program (STIP)** | $ 26.2 | $ 31.0 | 118% |
| **State Highway Operation and Protection Program (SHOPP)** | $ 95.2 | $ 35.4 | 37% |
| **Subtotal - Capital Projects** | $ 121.4 | $ 66.4 | 55% |
| **Other Categories** | | | |
| **Post-certification** | $ 20.6 | $ 4.2 | 20% |
| **Permit Fees** | $ 1.0 | $ 0.7 | 70% |
| **Damage to Property (Inverse)** | $ 1.5 | $ 1.4 | 93% |
| **Coordinated Border Infrastructure Program (CBI)** | $ 25.5 | $ 2.2 | 8% |
| **Subtotal - Other Categories** | $ 48.6 | $ 8.5 | 17% |
| **TOTAL** | **$ 170.0** | **$ 75.0** | **44%** |

# Delivery: Projects Designed and Ready for Construction

## Contract for Delivery Summary

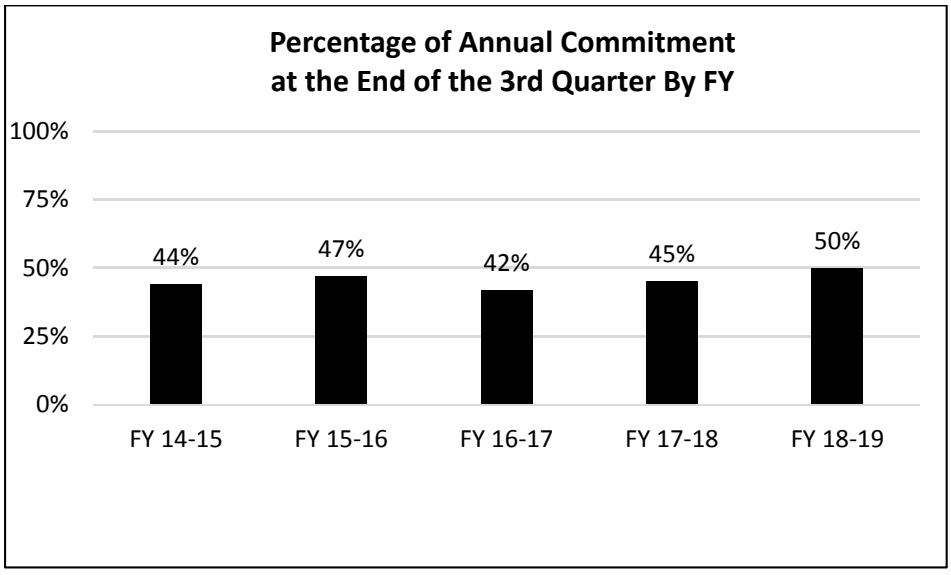
Each year, the Caltrans Director signs a Contract for Delivery with each of our 12 District Directors committing to deliver projects ready for construction. The Contract for Delivery includes a list of major state highway projects for which Caltrans will complete project plans, specifications and estimates and secure rights-of-way and permits in that fiscal year. This allows Caltrans to advertise and award construction contracts and begin construction.

*In fiscal year 2018-19, Caltrans committed in the Contract for Delivery to deliver 263 projects ready for construction, valued at $2.56 billion. Through the end of the third quarter, Caltrans delivered 132 projects, or 50 percent of the annual commitment, with an estimated value of $1.07 billion.*

## Measure: Projects Designed and Ready for Construction – 3rd Quarter FY 2018-19

### Fiscal Year 2018-19 Contract For Delivery

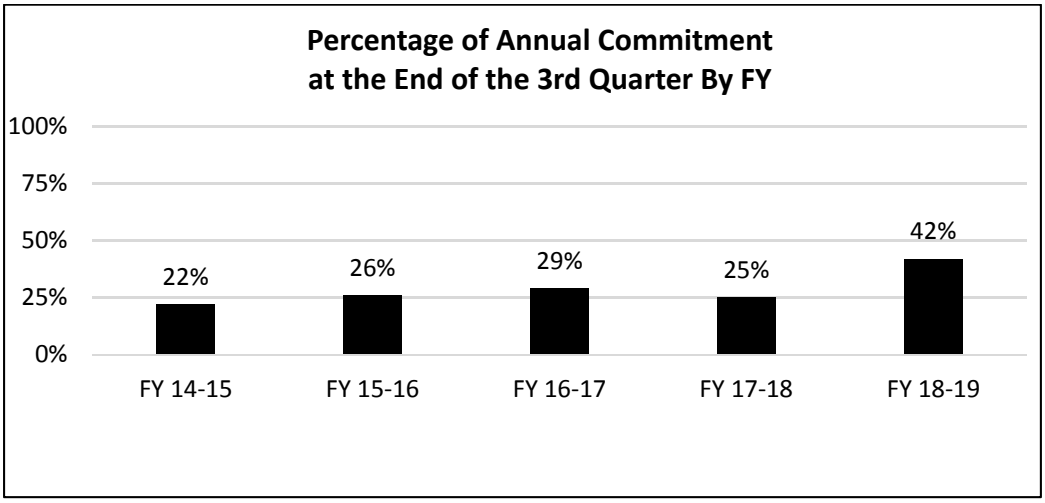
| Year-to-Date thru 3rd Quarter | | | Annual Commitment | | Year-End Projection | | Last Five Fiscal Year Average |
|---|---|---|---|---|---|---|---|
| Completed | Plan | Percent | Plan | Percent | Forecast | Percent | Percent |
| 132 | 149 | 89% | 263 | 50% | 262 | 99% | 98% |



## Measure: Contract Value Delivered – 3rd Quarter Fiscal Year 2018-19

### Fiscal Year 2018-19 Contract for Delivery (millions)

| Year-to-Date thru 3rd Quarter | | | Annual Commitment | | Year-End Projection | | Last Five Fiscal Year Average |
|---|---|---|---|---|---|---|---|
| Completed | Plan | Percent | Plan | Percent | Forecast | Percent | Percent |
| $1,069 | $1,356 | 79% | $2,566 | 42% | $2,302 | 90% | 88% |




## Contract For Delivery Support Costs

### FY 2018-19 Year to Date Contract for Delivery Support Costs

| Projects Completed | Programmed Support Budget (millions)[1] | Expended (millions) | Percent Expended |
|---|---|---|---|
| 132 | $267 | $168 | 62% |

*[1] Programmed Support is the year-to-date total support (excluding Con Sup) to deliver the Contract for Delivery projects as of Q3, 18/19. It consists of PAED, PS&E, and RW Support from the PAED phase through RTL.*

# Construction: Projects Constructed

## Projects Constructed Summary

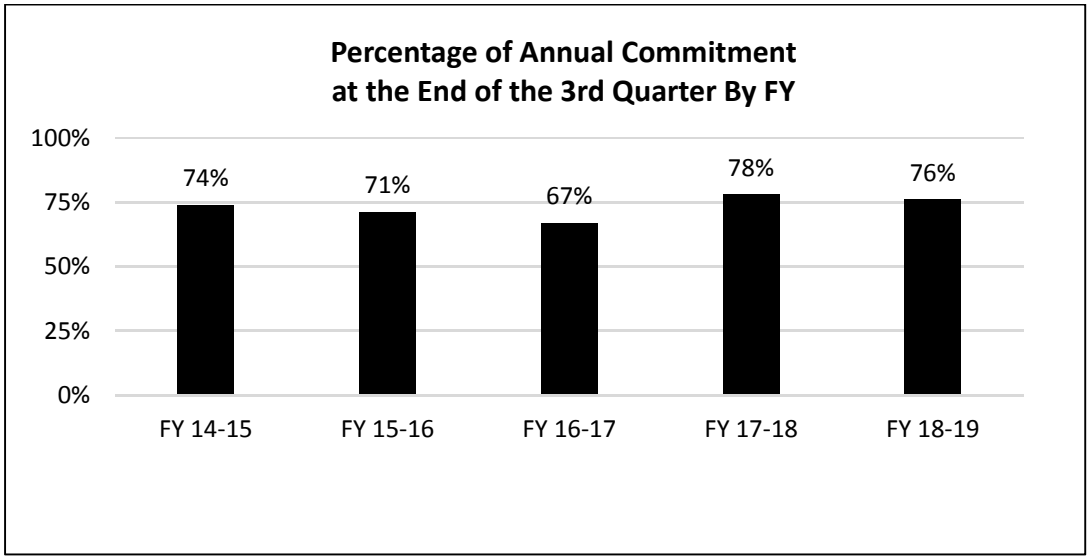
Construction entails building improvements as shown on the contract plans. Caltrans oversees the contractor's work and administers the contract by authorizing payments to the contractor for completed work. The contract is complete when the contract has been accepted by the state resident engineer.

- *In fiscal year 2018-19, Caltrans committed to complete construction of 178 projects. Through the end of the third quarter, fiscal year 2018-19, Caltrans has completed 135, or 76 percent of the annual commitment.*

## Measure: Projects Constructed – 3rd Quarter Fiscal Year 2018-19

**Fiscal Year 2018-19**

| Year-to-Date thru 3rd Quarter | | | Annual Commitment | | Year-End Projection | | Last Five Fiscal Year Average |
|---|---|---|---|---|---|---|---|
| Completed | Plan | Percent | Plan | Percent | Forecast | Percent | Percent |
| 135 | 151 | 89% | 178 | 76% | 170 | 96% | 89% |



# STIP and SHOPP Closeout Costs

## Closeout Costs Summary

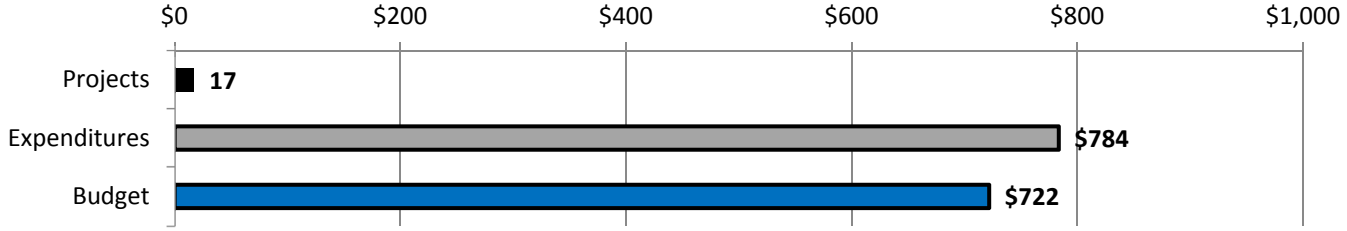
Pursuant to State Transportation Improvement Program guidelines and statutory requirements, Caltrans is reporting project closeout by comparing actual costs to final approved budgets. In consultation with Commission staff, project closeout reporting reflects projects where the construction contract was accepted (completed) two quarters ago.

- *Through the end of the third quarter, fiscal year 2018-19, Caltrans has closed out 17 State Transportation Improvement Program projects. The final approved budget for these projects was $721.9 million. The actual cost to complete these projects was $783.6 million, or 109 percent of the final approved budget.*
- *Through the end of the third quarter, fiscal year 2018-19, Caltrans has closed out 205 State Highway Operation and Protection Program projects. The final approved budget for these projects was $1,767.6 million. The actual cost to complete these projects was $1,597.2 million, or 90 percent of the final approved budget.*

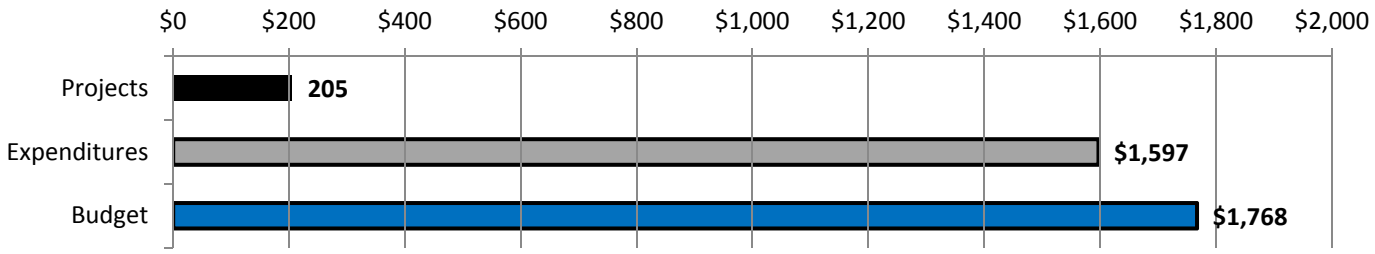
## Measure: Program Costs – 3rd Quarter Fiscal Year 2018-19

| Program | Budget (millions) | Expended (millions) | Savings (millions) | Percent Expended | Last Five Fiscal Year Average |
|---|---|---|---|---|---|
| **STIP** | $721.9 | $783.6 | -$62 | 109% | 93% |
| **SHOPP** | $1,767.6 | $1,597.2 | $170.4 | 90% | 89% |

**State Transportation Improvement Program Closeout – Program Costs (millions)**




**State Highway Operation and Protection Program Closeout – Program Costs (millions)**



# Commission Initial Allocation, Final Approved Costs, and Expended Costs for Allocated Construction Components

**SHOPP**

Pursuant to Sections 57(b) through (d) of the adopted Interim SHOPP Guidelines and consistent with the California Transportation Commission's action in October 2017 (Tab 80, Reference No. 4.7), Appendices B1, and B2 of this quarterly report provide the following:

- A summary by phase of SHOPP funds programmed, allocated, and expended at the time the construction contract was accepted 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.

- An aggregated summary by phase of SHOPP funds programmed, allocated, and expended at the time the construction contract was accepted for projects with a total cost of less than $50 million and a total SHOPP programmed amount (in right-of-way and/or construction) of less than $15 million.

**STIP**

As required by Government Code 14525.6, the table below provides a comparison between the Commission's initial allocation, final approved state only costs and expended costs for STIP projects that completed construction in the third quarter of Fiscal Year 2018-19. This provides an indication of how adjustments subsequently made after the initial vote (Commission approved supplemental funds or Caltrans delegated funding authority) compare to the initial allocated amounts for each program. The costs in this table do not include non-state funds. The table below is generated from the projects listed in Appendix A of this report. Construction costs are calculated six months after the end of construction.

**STIP Program Closeout – Construction Costs ($1,000s)**

| | Construction Support[1] | | | Construction Capital | | |
|---|---|---|---|---|---|---|
| Program | Initial Allocation | Final Approved Budget[2] | Expended | Initial Allocation | Final Approved Budget[2] | Expended |
| STIP | 50,750 | 57,473 | 50,588 | 120,147 | 127,957 | 109,228 |
| CMIA | 5,000 | 5,000 | 5,000 | 52,500 | 35,838 | 35,621 |
| SHOPP[3] | | | | 16,593 | 16,593 | 15,588 |
| OTHER[4] | 9,138 | 11,061 | 10,365 | 14,875 | 48,695 | 47,272 |

[1] *Construction Support totals reported: Government Code 14525.5 requires the Commission to allocate construction support for STIP funds and requires Caltrans to report on allocated construction components.*

[2] *Final Approved Budget, excluding right-of-way capital, is the sum of all approved Commission allocations plus delegated G-12 adjustments.*

[3] *SHOPP funds on STIP and SHOPP projects combined contracts.*

[4] *OTHER includes Locally Generated (i.e., measure funds…) and Federal Discretionary funds.*

# Appendix

(A) Caltrans Fiscal Year 2018-19 State Transportation Improvement Program Project Closeout. Construction costs are calculated six months after the end of construction.

(B) Caltrans Fiscal Year 2018-19 State Highway Operation and Protection Program Project Closeout. Construction costs are calculated six months after the end of construction.

(B1) A summary by phase of SHOPP funds programmed, allocated, and expended at the time the construction contract was accepted 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.

(B2) An aggregated summary by phase of SHOPP funds programmed, allocated, and expended at the time the construction contract was accepted for projects with a total cost of less than $50 million and a total SHOPP programmed amount (in right-of-way and/or construction) of less than $15 million.

(C) Caltrans Fiscal Year 2018-19 Capital Outlay Support and Construction G-12 Request Summary.

(D) Caltrans Fourth Quarter, Fiscal Year 2018-19 Watch List: Retired Risks.

(E) Construction Contracts Awarded vs Supplemental to Award.

(F) Construction Contracts Completed vs Supplemental to Complete Construction.

## (A) Caltrans Fiscal Year 2018-19
## State Transportation Improvement Program[1]
## Project Closeout

| | | Project Description | Support ($1,000's) | | | Capital ($1,000's) | | Total ($1,000's) | | Delivery Year | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Original Budget[3] | Approved Budget[2] | Actual Costs | Approved Budget[2] | Actual Costs | Approved Budget[2] | Actual Costs | Original | Actual | Years Early, Delayed, or On-time | |
| **1st Quarter** | | | | | | | | | | | | | |
| ORA | 91 | Rt 91 Replacement Planting Project for 0G330 | $ 339 | $ 583 | $ 658 | $ 2,129 | $ 2,142 | $ 2,712 | $ 2,800 | 12/13 | 12/13 | 0 | On Time |
| SM | 1 | San Pedro Creek bridge | $ 1,025 | $ 3,625 | $ 5,090 | $ 8,679 | $ 8,636 | $ 12,304 | $ 13,726 | 11/12 | 13/14 | (2) | Delayed |
| IMP | 98 | SR-98 WEST WIDENING PHASE 1B | $ 4,336 | $ 4,336 | $ 6,402 | $ 8,530 | $ 7,807 | $ 12,866 | $ 14,209 | 14/15 | 15/16 | (1) | Delayed |
| RIV | 215 | RIV 215 REPLACEMENT PLANTING (4) | $ 1,520 | $ 1,520 | $ 974 | $ 1,382 | $ 1,312 | $ 2,902 | $ 2,286 | 13/14 | 13/14 | 0 | On Time |
| IMP | 78 | BRAWLEY BYPASS LANDSCAPE | $ 341 | $ 341 | $ 1,283 | $ 1,424 | $ 1,317 | $ 1,765 | $ 2,600 | 12/13 | 13/14 | (1) | Delayed |
| **2nd Quarter** | | | | | | | | | | | | | |
| LA | 5 | I-5 Carmenita Interchange | $ - | $ 54,907 | $ 73,482 | $ 270,133 | $ 330,868 | $ 325,040 | $ 404,350 | 09/10 | 09/10 | 0 | On Time |
| SD | 805 | RC I805 DESIGN BUILD STAGE1 | $ - | $ 30,900 | $ 21,096 | $ 90,700 | $ 86,957 | $ 121,600 | $ 108,054 | 11/12 | 11/12 | 0 | On Time |
| FRE | 180 | 180 Freeway Landscape | $ - | $ 1,297 | $ 1,842 | $ 5,632 | $ 5,516 | $ 6,929 | $ 7,358 | 11/12 | 11/12 | 0 | On Time |
| TUL | 65 | Terrabella Expressway - Segment 1 | $ - | $ 7,823 | $ 11,319 | $ 21,782 | $ 21,855 | $ 29,605 | $ 33,174 | 15/16 | 15/16 | 0 | On Time |
| SB | 246 | Route 246 Passing Lanes | $ - | $ 14,013 | $ 14,097 | $ 20,922 | $ 19,553 | $ 34,935 | $ 33,650 | 14/15 | 14/15 | 0 | On Time |
| SD | 163 | SR-163 BALBOA TE PHASE 2 | $ - | $ 2,043 | $ 2,322 | $ 4,416 | $ 4,062 | $ 6,459 | $ 6,384 | 14/15 | 13/14 | 1 | Early |
| ORA | 5 | 12-0F96C I-5 HOV Segment 2 | $ - | $ 17,539 | $ 14,577 | $ 51,826 | $ 49,333 | $ 69,365 | $ 63,910 | 13/14 | 13/14 | 0 | On Time |
| **3rd Quarter** | | | | | | | | | | | | | |
| LA | 5 | I-5 Glendale-Burbank Planting | $ - | $ 602 | $ 710 | $ 878 | $ 826 | $ 1,480 | $ 1,536 | 13/14 | 13/14 | 0 | On Time |
| SM | 92 | 92/82 IC | $ - | $ 7,205 | $ 8,754 | $ 16,950 | $ 16,785 | $ 24,155 | $ 25,539 | 15/16 | 15/16 | 0 | On Time |
| KER | 14 | Freeman Gulch Widening - Segment 1 | $ - | $ 7,400 | $ 7,503 | $ 34,352 | $ 28,377 | $ 41,752 | $ 35,881 | 15/16 | 15/16 | 0 | On Time |
| ED | 49 | S.F. American River Br. Project | $ - | $ 7,410 | $ 8,549 | $ 18,717 | $ 17,927 | $ 26,127 | $ 26,476 | 15/16 | 15/16 | 0 | On Time |
| SLO | 46 | Whitley 1 Landscape Mitigation | $ - | $ 865 | $ 808 | $ 1,105 | $ 930 | $ 1,970 | $ 1,738 | 13/14 | 13/14 | 0 | On Time |
| **Totals** | | | | **$ 162,409** | **$ 179,467** | **$ 559,555** | **$ 604,203** | **$ 721,964** | **$ 783,670** | | | | |

[1] *State Transporation Improvement Program includes projects with one or more components funded from State Transportation Improvement Program funds. Includes all contributor funds on all project components.*

[2] *Budget information includes only budget information if expenditures are reflected in State data systems. Excludes local budgets for work implemented by local agencies. Capital Budget consists of Construction and Right of Way Capital.*

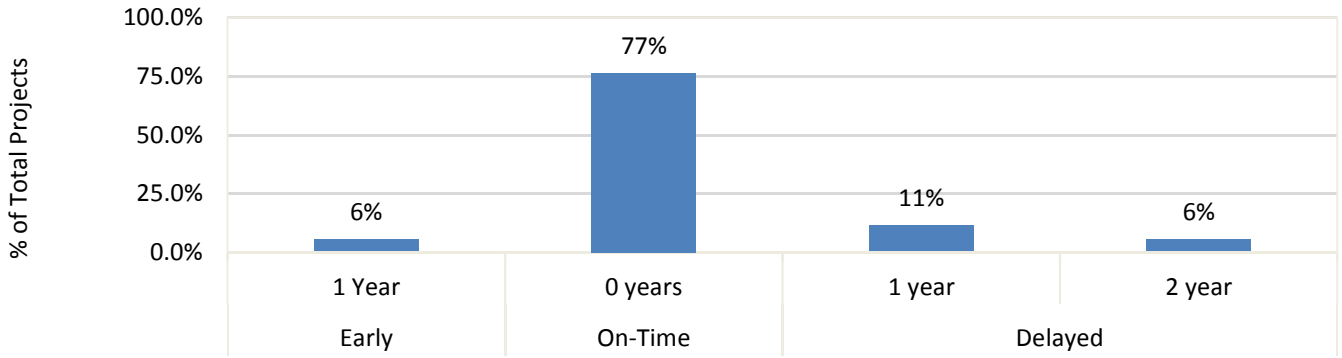
[3] *New project in 2014 Program Document or later.*

# (A) Caltrans Fiscal Year 2018-19
# State Transportation Improvement Program
# Project Closeout

## FY 18-19 STIP Closeout Delivery Year Summary

| | Early | | On-Time | Delayed | |
|---|---|---|---|---|---|
| | 2 year | 1 Year | 0 years | 1 year | 2 year |
| Number of Projects | 0 | 1 | 13 | 2 | 1 |
| Approved Capital Budget ($1,000's) | $ - | $ 4,416 | $ 536,506 | $ 9,964 | $ 8,679 |

## Distribution of FY 18-19 STIP Closeout Delivery Year Summary



**(B) Caltrans Fiscal Year 2018-19**
**State Highway Operation and Protection**
**Program Project Closeout**

| Project Description | | | Support ($1,000's) | | | Capital ($1,000's) | | Total ($1,000's) | | Completed Within Approved Budget? | Delivery Year | | | Construction Output[2] | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Original Budget[1] | Approved Budget | Actual Costs | Approved Budget | Actual Costs | Approved Budget | Actual Costs | | Original | Actual | Years Early, Delayed, or On-time | Original | Actual | Primary Unit |
| **1st Quarter** | | | | | | | | | | | | | | | | |
| LA | 005 | New assign | | $ 925 | $ 1,275 | $ 1,500 | $ 1,326 | $ 2,425 | $ 2,601 | No | 11/12 | 12/13 | (1) Delayed | 50 | 50 | Acre(s) |
| LA | 110 | 110 @ 101 | | $ 1,182 | $ 922 | $ 1,575 | $ 1,477 | $ 2,757 | $ 2,399 | Yes | 12/13 | 12/13 | 0 On Time | 0.3 | 0.3 | Lane mile(s) |
| ORA | 073 | Rt 73 Stormwater Source Control Project | | $ 6,180 | $ 6,708 | $ 12,861 | $ 11,836 | $ 19,041 | $ 18,544 | Yes | 09/10 | 12/13 | (3) Delayed | 95 | 94.5 | Acre(s) treated/pollutant |
| RIV | 015 | Riv 15 Place Shoulder Rumble Strips | $ 432 | $ 1,219 | $ 854 | $ 495 | $ 366 | $ 1,714 | $ 1,220 | Yes | 16/17 | 16/17 | 0 On Time | 187 | | Collision(s) reduced |
| SD | VAR | SD-VAR STORMWATER TMDL CHOLLAS CR #2 | | $ 4,491 | $ 4,549 | $ 5,159 | $ 5,052 | $ 9,650 | $ 9,601 | Yes | 09/10 | 13/14 | (4) Delayed | 95 | 267.4 | Acre(s) treated/pollutant |
| ALA | 580 | Nickname Required | $ 900 | $ 900 | $ 1,084 | $ 2,000 | $ 1,936 | $ 2,900 | $ 3,021 | No | 16/17 | 16/17 | 0 On Time | 1 | 1 | Location(s) |
| SBD | 173 | SBD 173 REPAIR FIRE DAMAGE | $ 260 | $ 260 | $ 376 | $ 480 | $ 176 | $ 740 | $ 553 | Yes | 16/17 | 16/17 | 0 On Time | 1 | 1 | Location(s) |
| VEN | 101 | VEN 101 ADA | $ 482 | $ 1,467 | $ 1,173 | $ 417 | $ 339 | $ 1,884 | $ 1,512 | Yes | 16/17 | 16/17 | 0 On Time | 4 | 1 | Structure(s) |
| VAR | VAR | North Valley Shoulder Backing Repair | $ 150 | $ 150 | $ 60 | $ 760 | $ 326 | $ 910 | $ 386 | Yes | 16/17 | 16/17 | 0 On Time | 5 | 5 | Location(s) |
| DN | 199 | Smith River Curve Improvement | | $ 3,436 | $ 2,581 | $ 3,053 | $ 2,825 | $ 6,489 | $ 5,407 | Yes | 15/16 | 15/16 | 0 On Time | 52 | 52 | Collision(s) reduced |
| MON | 198 | 198 Centerline Rumble Strip | $ 733 | $ 733 | $ 225 | $ 607 | $ 544 | $ 1,340 | $ 769 | Yes | 17/18 | 16/17 | 1 Early | 25 | 25 | Collision(s) reduced |
| FRE | 168 | Auberry Road Roundabout | | $ 3,002 | $ 3,912 | $ 3,955 | $ 3,168 | $ 6,957 | $ 7,080 | No | 15/16 | 15/16 | 0 On Time | 23 | 23 | Collision(s) reduced |
| MEN | 101 | Slope Repair CCA 3-19-18 | $ 415 | $ 415 | $ 368 | $ 6,010 | $ 4,158 | $ 6,425 | $ 4,526 | Yes | 16/17 | 16/17 | 0 On Time | 1 | 2 | Location(s) |
| PLU | 070 | Historic Rock Wall Failure | $ 510 | $ 510 | $ 167 | $ 7,710 | $ 353 | $ 8,220 | $ 520 | Yes | 17/18 | 17/18 | 0 On Time | 1 | 1 | Location(s) |
| GLE | 005 | HMA Overlay - Glenn 005 | $ 6,000 | $ 6,570 | $ 3,954 | $ 23,893 | $ 23,311 | $ 30,463 | $ 27,266 | Yes | 16/17 | 15/16 | 1 Early | 80 | 80 | Lane mile(s) |
| SBD | 060 | SBd 60 Chino Relocate Irrigation facilities, Etc. | $ 736 | $ 736 | $ 581 | $ 945 | $ 804 | $ 1,681 | $ 1,384 | Yes | 16/17 | 16/17 | 0 On Time | 128 | 128 | Location(s) |
| STA | 099 | SR99 SAFETY IMPROVEMENTS | $ 3,572 | $ 3,572 | $ 2,091 | $ 3,575 | $ 2,918 | $ 7,147 | $ 5,008 | Yes | 15/16 | 15/16 | 0 On Time | 39 | 39 | Collision(s) reduced |
| SLO | 041 | RTE 41 HOMESTEAD MCMILLAN CAPM | $ 3,145 | $ 3,145 | $ 2,188 | $ 12,566 | $ 11,535 | $ 15,711 | $ 13,723 | Yes | 15/16 | 15/16 | 0 On Time | 42.9 | 44.7 | Lane mile(s) |
| SBT | 156 | San Juan Bautista Route 156 CAPM | $ 1,575 | $ 1,879 | $ 1,425 | $ 5,726 | $ 5,312 | $ 7,605 | $ 6,737 | Yes | 17/18 | 15/16 | 2 Early | 14.8 | 12.1 | Lane mile(s) |
| RIV | 215 | Riv 215 TMS Elements | $ 3,084 | $ 3,084 | $ 3,097 | $ 6,682 | $ 5,903 | $ 9,766 | $ 9,001 | Yes | 14/15 | 14/15 | 0 On Time | 80 | 79 | Field element(s) |
| SBD | 040 | SBD 40 Haller, Rojo, Clipper Bridges Replacements | | $ 12,906 | $ 10,653 | $ 22,680 | $ 22,286 | $ 35,586 | $ 32,939 | Yes | 13/14 | 13/14 | 0 On Time | | | |
| SM | 001 | Surfer's Beach | $ 500 | $ 500 | $ 1,184 | $ 899 | $ 856 | $ 1,399 | $ 2,040 | No | 14/15 | 14/15 | 0 On Time | 1 | 1 | Location(s) |
| CAL | 026 | VISTA DEL LAGO SIGNAL | | $ 1,951 | $ 2,138 | $ 1,866 | $ 1,857 | $ 3,817 | $ 3,995 | No | 15/16 | 15/16 | 0 On Time | 12 | 12 | Collision(s) reduced |
| MER | 165 | FOWLER AVE LEFT TURN | | $ 1,978 | $ 2,425 | $ 2,590 | $ 1,752 | $ 4,568 | $ 4,177 | Yes | 14/15 | 15/16 | (1) Delayed | 3 | 3 | Collision(s) reduced |
| SB | 154 | Cachuma Pass Cap-M | $ 2,682 | $ 3,349 | $ 2,353 | $ 13,669 | $ 12,982 | $ 17,018 | $ 15,335 | Yes | 15/16 | 15/16 | 0 On Time | 42.6 | 33.5 | Lane mile(s) |
| SBD | 010 | SBD 10 LANE REPLACEMENT IN REDLANDS | | $ 5,373 | $ 5,751 | $ 27,851 | $ 26,679 | $ 33,224 | $ 32,430 | Yes | 14/15 | 14/15 | 0 On Time | 12.5 | 12.5 | Lane mile(s) |
| SIS | 005 | South Weed 2R | $ 6,770 | $ 6,770 | $ 5,076 | $ 28,781 | $ 25,860 | $ 35,551 | $ 30,936 | Yes | 14/15 | 14/15 | 0 On Time | 27 | 27 | Lane mile(s) |
| ALA | 880 | Storm Water Mitigation Project on I880 near West Oakland BART | | $ 883 | $ 1,155 | $ 1,813 | $ 1,632 | $ 2,696 | $ 2,787 | No | 10/11 | 13/14 | (3) Delayed | 12 | 12 | Acres Treated/Pollutant |
| SHA | 299 | BGI Capstone | | $ 8,090 | $ 10,173 | $ 40,433 | $ 35,398 | $ 48,523 | $ 45,571 | Yes | 13/14 | 13/14 | 0 On Time | 64 | 64 | 1,000 vehicle hour(s)/yr |
| VEN | 101 | 101 Far North Pavement | | $ 2,496 | $ 1,753 | $ 4,303 | $ 3,633 | $ 6,799 | $ 5,386 | Yes | 11/12 | 15/16 | (4) Delayed | 9 | 4 | Lane mile(s) |
| SBD | 018 | SBD 18 BIG BEAR ADA IMPROVEMENTS | | $ 3,122 | $ 4,594 | $ 3,882 | $ 2,730 | $ 7,004 | $ 7,324 | No | 12/13 | 14/15 | (2) Delayed | 55 | 27 | Structure(s) |
| SD | VAR | UPGR BR RAIL END TRTMNTS VAR LOCS | | $ 2,645 | $ 2,900 | $ 4,835 | $ 4,621 | $ 7,480 | $ 7,522 | No | 15/16 | 15/16 | 0 On Time | 174 | 177 | Collision(s) reduced |
| RIV | 243 | RIV 243 REPLACE CULVERT | $ 510 | $ 510 | $ 712 | $ 1,930 | $ 1,670 | $ 2,440 | $ 2,382 | Yes | 16/17 | 16/17 | 0 On Time | 6 | 6 | Location(s) |
| ED | 049 | ED49 Slipout Repair | $ 600 | $ 600 | $ 415 | $ 3,000 | $ 745 | $ 3,600 | $ 1,159 | Yes | 16/17 | 16/17 | 0 On Time | 3 | 3 | Location(s) |
| SBD | 040 | RIV 40 REPAIR PAVEMENT | $ 120 | $ 120 | $ 52 | $ 410 | $ 340 | $ 530 | $ 392 | Yes | 17/18 | 17/18 | 0 On Time | 1 | 1 | Location(s) |
| SCR | 017 | Hwy 17 SHOULDER WIDENING & CONCRETE GUARDRAIL | | $ 4,341 | $ 3,262 | $ 6,920 | $ 6,176 | $ 11,261 | $ 9,438 | Yes | 14/15 | 14/15 | 0 On Time | 9 | 9 | Collision(s) reduced |
| SON | 001 | Nickname Required | $ 2,500 | $ 2,500 | $ 1,258 | $ 5,210 | $ 3,460 | $ 7,710 | $ 4,717 | Yes | 16/17 | 16/17 | 0 On Time | 1 | 1 | Location(s) |
| ALA | 013 | STORM DAMAGE, RETAINING WALL MORAGA AVE. SLIDE | | $ 1,992 | $ 4,247 | $ 4,177 | $ 4,016 | $ 6,169 | $ 8,263 | No | 13/14 | 15/16 | (2) Delayed | 1 | 1 | Location(s) |
| ED | 050 | ED 50 Temp Rdwy Stabilization | $ 170 | $ 170 | $ 141 | $ 1,540 | $ 1,248 | $ 1,710 | $ 1,389 | Yes | 16/17 | 16/17 | 0 On Time | 1 | 1 | Location(s) |
| ORA | 091 | Modify signals, lighting at Valley view and St College | $ 1,434 | $ 1,466 | $ 1,954 | $ 1,544 | $ 1,381 | $ 3,010 | $ 3,335 | No | 15/16 | 15/16 | 0 On Time | 77 | 77 | Collision(s) reduced |
| CAL | 004 | CAL & MPA ADA Curb Ramps | | $ 1,257 | $ 1,866 | $ 1,732 | $ 1,747 | $ 2,989 | $ 3,613 | No | 15/16 | 15/16 | 0 On Time | 4 | 4 | Location(s) |
| BUT | 099 | East Ave Off-Ramp Widening | $ 550 | $ 550 | $ 816 | $ 1,264 | $ 1,093 | $ 1,814 | $ 1,909 | No | 16/17 | 16/17 | 0 On Time | 24 | 24 | Collision(s) reduced |
| LA | 138 | Rte 138 Safety Improvements | | $ 9,198 | $ 6,125 | $ 11,574 | $ 8,456 | $ 20,772 | $ 14,582 | Yes | 13/14 | 13/14 | 0 On Time | 20.4 | 20.4 | Lane mile(s) |
| SD | 078 | LIGHTING STRIPING MBGR UPGR I-5 TO I-15 | | $ 3,377 | $ 3,362 | $ 5,663 | $ 5,259 | $ 9,040 | $ 8,621 | Yes | 15/16 | 15/16 | 0 On Time | 284 | 284 | Collision(s) reduced |
| ORA | 039 | 12-0N590 Signal & ADA RTE 39 Ball to Lincoln | $ 758 | $ 887 | $ 906 | $ 748 | $ 717 | $ 1,635 | $ 1,623 | Yes | 16/17 | 15/16 | 1 Early | 72 | 72 | Collision(s) reduced |
| VAR | 101 | Exit Retrofit signs | $ 1,090 | $ 1,770 | $ 1,389 | $ 6,578 | $ 5,813 | $ 8,348 | $ 7,202 | Yes | 14/15 | 14/15 | 0 On Time | 866 | 915 | Sign(s) |
| DN | 101 | Log Crossing Repair | | $ 3,990 | $ 1,961 | $ 3,603 | $ 3,474 | $ 7,593 | $ 5,435 | Yes | 13/14 | 15/16 | (2) Delayed | 1 | 1 | Location(s) |
| ALA | 880 | Nickname Required | $ 180 | $ 180 | $ 524 | $ 700 | $ 678 | $ 880 | $ 1,202 | No | 15/16 | 15/16 | 0 On Time | 1 | 1 | Location(s) |
| MEN | 101 | Willits Sidewalks | $ 1,672 | $ 1,672 | $ 1,156 | $ 2,241 | $ 1,916 | $ 3,913 | $ 3,072 | Yes | 16/17 | 16/17 | 0 On Time | 10 | 17 | Curb ramp(s) |
| ALA | 080 | MBGR REPLACEMENT IN BERKELEY | $ 609 | $ 1,348 | $ 1,533 | $ 2,037 | $ 1,880 | $ 3,385 | $ 3,413 | No | 16/17 | 16/17 | 0 On Time | 4.5 | 4.5 | Collision(s) reduced |
| SBD | 060 | SBd 60 Chino - Relocation of irrigation facilities | $ 732 | $ 732 | $ 642 | $ 1,149 | $ 804 | $ 1,881 | $ 1,446 | Yes | 16/17 | 16/17 | 0 On Time | 120 | 120 | Location(s) |
| ORA | 261 | Rt 261 Stormwater Source Control Project - RW | | $ 1,704 | $ 1,602 | $ 1,903 | $ 1,720 | $ 3,607 | $ 3,323 | Yes | 15/16 | 15/16 | 0 On Time | 38 | 16.2 | Acre(s) treated/pollutant |
| SBD | 015 | SBD 15 REMOVE AND REPLACE DAMAGED BRIDGE DECK | $ 470 | $ 470 | $ 354 | $ 2,000 | $ 1,980 | $ 2,470 | $ 2,334 | Yes | 16/17 | 16/17 | 0 On Time | 1 | 1 | Location(s) |
| MER | 152 | SR152 MERCED MEDIAN BARRIERS | $ 1,089 | $ 1,089 | $ 962 | $ 2,175 | $ 2,055 | $ 3,264 | $ 3,017 | Yes | 16/17 | 16/17 | 0 On Time | 36 | 36 | Collision(s) reduced |
| VEN | 101 | SW MITIGATION | | $ 4,654 | $ 2,230 | $ 2,049 | $ 1,805 | $ 6,703 | $ 4,035 | Yes | 14/15 | 14/15 | 0 On Time | 24.6 | 26.7 | Acre(s) treated/pollutant |

**(B) Caltrans Fiscal Year 2018-19**
**State Highway Operation and Protection**
**Program Project Closeout**

| Project Description | | | Support ($1,000's) | | | Capital ($1,000's) | | Total ($1,000's) | | Completed Within Approved Budget? | Delivery Year | | | | Construction Output[2] | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Original Budget[1] | Approved Budget | Actual Costs | Approved Budget | Actual Costs | Approved Budget | Actual Costs | | Original | Actual | Years Early, Delayed, or On-time | | Original | Actual | Primary Unit |
| MPA | 140 | MARIPOSA TALUS REMOVAL | | $ 1,700 | $ 2,224 | $ 17,200 | $ 15,829 | $ 18,900 | $ 18,052 | Yes | 14/15 | 13/14 | 1 | Early | 1 | 1 | Location(s) |
| TRI | 299 | Helena Fire Wall | $ 500 | $ 500 | $ 415 | $ 2,630 | $ 2,592 | $ 3,130 | $ 3,007 | Yes | 17/18 | 17/18 | 0 | On Time | 1 | 1 | Location(s) |
| RIV | 010 | RIV 10 REHAB | $ 7,250 | $ 7,250 | $ 5,703 | $ 70,424 | $ 65,003 | $ 77,674 | $ 70,705 | Yes | 14/15 | 14/15 | 0 | On Time | 120 | 120 | Lane mile(s) |
| TUO | 120 | TUOLUMNE RIVER BRIDGE REHAB | | $ 5,784 | $ 5,819 | $ 19,942 | $ 18,294 | $ 25,726 | $ 24,112 | Yes | 14/15 | 14/15 | 0 | On Time | 1 | 1 | Structure(s) |
| PLU | 070 | Butte Rogers Flat DO | $ 500 | $ 500 | $ 71 | $ 3,410 | $ 2,371 | $ 3,910 | $ 2,443 | Yes | 16/17 | 16/17 | 0 | On Time | 1 | 1 | Location(s) |
| YUB | VAR | Marysville Operational Improvement | | $ 3,136 | $ 3,247 | $ 4,433 | $ 4,108 | $ 7,569 | $ 7,356 | Yes | 09/10 | 15/16 | (6) | Delayed | 180 | 180 | vehicle hour(s)/yr |
| HUM | 299 | HUM-299 REPAIR STORM DAMAGE | $ 190 | $ 190 | $ 102 | $ 660 | $ 163 | $ 850 | $ 265 | Yes | 16/17 | 16/17 | 0 | On Time | 1 | 1 | Location(s) |
| LAK | 029 | Lakeport OC ADA CCA 3-22-18 | $ 762 | $ 791 | $ 844 | $ 970 | $ 901 | $ 1,761 | $ 1,745 | Yes | 16/17 | 16/17 | 0 | On Time | 10 | 7 | Curb ramp(s) |
| BUT | 032 | Ivy Street Signals | $ 1,260 | $ 1,467 | $ 1,350 | $ 1,511 | $ 551 | $ 2,978 | $ 1,901 | Yes | 16/17 | 16/17 | 0 | On Time | 18 | 18 | Collision(s) reduced |
| VAR | VAR | Teh 32 and Plu 36 Pavement Repairs | $ 300 | $ 300 | $ 215 | $ 1,600 | $ 1,404 | $ 1,900 | $ 1,619 | Yes | 16/17 | 16/17 | 0 | On Time | 1 | 2 | Location(s) |
| VAR | VAR | South East Drop offs | $ 700 | $ 700 | $ 690 | $ 4,500 | $ 4,372 | $ 5,200 | $ 5,062 | Yes | 16/17 | 16/17 | 0 | On Time | 1 | 4 | Location(s) |
| SD | 094 | SD-94 RAIL UPGRADE | $ 2,249 | $ 2,448 | $ 2,299 | $ 1,149 | $ 1,081 | $ 3,597 | $ 3,380 | Yes | 16/17 | 16/17 | 0 | On Time | 535 | TBD | Linear feet |
| ALA | 080 | STORM WATER MITIGATION PROJECT IN BERKELEY | | $ 413 | $ 780 | $ 368 | $ 305 | $ 781 | $ 1,085 | No | 11/12 | 13/14 | (2) | Delayed | 74.8 | 74.8 | Acres Treated/Pollutant |
| SBD | 210 | HOV BUFFER STRIPING SBD-210 | | $ 302 | $ 337 | $ 424 | $ 311 | $ 726 | $ 647 | Yes | 18/19 | 16/17 | 2 | Early | | | |
| PLU | 070 | The Gauntlet | $ 510 | $ 510 | $ 262 | $ 2,510 | $ 2,440 | $ 3,020 | $ 2,702 | Yes | 16/17 | 16/17 | 0 | On Time | 1 | 5 | Location(s) |
| VAR | VAR | Nickname Required | $ 1,020 | $ 1,020 | $ 769 | $ 3,420 | $ 3,237 | $ 4,440 | $ 4,006 | Yes | 15/16 | 15/16 | 0 | On Time | 174 | 174 | Location(s) |
| MER | 099 | MER 99 ROADSIDE IMPROVEMENTS | $ 1,089 | $ 1,089 | $ 1,404 | $ 1,686 | $ 1,564 | $ 2,775 | $ 2,968 | No | 15/16 | 15/16 | 0 | On Time | 12 | 12 | Location(s) |
| DN | 101 | South Hamilton Slipout | | $ 2,075 | $ 2,135 | $ 3,864 | $ 3,692 | $ 5,939 | $ 5,827 | Yes | 13/14 | 14/15 | (1) | Delayed | 1 | 1 | Location(s) |
| PLU | 147 | Plumas Emergency Pavement Repair | $ 210 | $ 210 | $ 120 | $ 1,620 | $ 1,589 | $ 1,830 | $ 1,708 | Yes | 16/17 | 16/17 | 0 | On Time | 1 | 1 | Location(s) |
| ED | 050 | Roadway Settlement Structure Failure | $ 570 | $ 570 | $ 297 | $ 600 | $ 508 | $ 1,170 | $ 805 | Yes | 16/17 | 16/17 | 0 | On Time | 2 | 2 | Location(s) |
| SM | 084 | SM-84-Storm Damage Repair at 280 NB on Ramp | | $ 2,760 | $ 3,297 | $ 4,075 | $ 3,819 | $ 6,835 | $ 7,116 | No | 14/15 | 14/15 | 0 | On Time | 1 | 1 | Location(s) |
| MEN | 020 | LANDSLIDE REPAIR | $ 190 | $ 190 | $ 175 | $ 1,315 | $ 1,300 | $ 1,505 | $ 1,475 | Yes | 16/17 | 16/17 | 0 | On Time | 1 | 3 | Location(s) |
| LAK | 175 | LAK-175 storm repairs | $ 425 | $ 425 | $ 1,232 | $ 5,225 | $ 4,584 | $ 5,650 | $ 5,816 | No | 16/17 | 16/17 | 0 | On Time | 4 | 5 | Location(s) |
| ORA | 073 | 12-0M340 Rte 73/133 El Toro-Widen Rdwy | | $ 1,627 | $ 2,334 | $ 2,514 | $ 2,409 | $ 4,141 | $ 4,743 | No | 14/15 | 14/15 | 0 | On Time | 41 | 41 | Collision(s) reduced |
| DN | 101 | Last Chance Slips | | $ 2,736 | $ 1,065 | $ 20 | $ 1 | $ 2,756 | $ 1,066 | Yes | 13/14 | 15/16 | (2) | Delayed | 2 | 2 | Location(s) |
| DN | 101 | South Last Chance Wall | | $ 1,870 | $ 772 | $ 15 | $ - | $ 1,885 | $ 772 | Yes | 15/16 | 15/16 | 0 | On Time | 1 | 0 | Location(s) |
| **2nd Quarter** | | | | | | | | | | | | | | | | | |
| TRI | 299 | Big French Catchment | $ 510 | $ 1,450 | $ 4,375 | $ 41,650 | $ 35,227 | $ 43,100 | $ 39,602 | Yes | 16/17 | 16/17 | 0 | On Time | 1 | 1 | Location(s) |
| VAR | VAR | Seismic Restoration-Var | | $ 4,356 | $ 3,740 | $ 3,795 | $ 2,434 | $ 8,151 | $ 6,174 | Yes | 15/16 | 15/16 | 0 | On Time | 5 | 4 | Bridge(s) |
| LA | 005 | Elyysian Viaduct | | $ 2,250 | $ 4,324 | $ 19,268 | $ 16,908 | $ 21,518 | $ 21,232 | Yes | 14/15 | 14/15 | 0 | On Time | 1 | 1 | Bridge(s) |
| LA | 405 | Dolores yard repaint project | | $ 3,050 | $ 2,270 | $ 8,879 | $ 7,733 | $ 11,929 | $ 10,002 | Yes | 12/13 | 14/15 | (2) | Delayed | 1 | 1 | Bridge(s) |
| SJ | 099 | Installation of fiber optic cable in Arch Road Interchange | $ 1,100 | $ 1,800 | $ 1,920 | $ 3,488 | $ 2,668 | $ 5,288 | $ 4,588 | Yes | 15/16 | 15/16 | 0 | On Time | 4.6 | | Mile(s) of cable |
| SCL | 085 | SCL 85 paving | $ 720 | $ 1,030 | $ 983 | $ 2,198 | $ 1,933 | $ 3,228 | $ 2,916 | Yes | 17/18 | 16/17 | 1 | Early | 73 | 73 | Location(s) |
| BUT | 070 | BUT 70 Pulga Soldier Pile Wall | $ 750 | $ 750 | $ 1,040 | $ 3,540 | $ 2,775 | $ 4,290 | $ 3,814 | Yes | 16/17 | 16/17 | 0 | On Time | 1 | 1 | Location(s) |
| SD | 008 | SD-8 NIMITZ TO PRESIDIO PARK | $ 2,841 | $ 3,317 | $ 3,450 | $ 6,433 | $ 5,869 | $ 9,750 | $ 9,320 | Yes | 16/17 | 15/16 | 1 | Early | 21 | 21 | Lane mile(s) |
| MON | 183 | Blackie Road Rumble Strip Project | $ 1,085 | $ 1,085 | $ 725 | $ 940 | $ 891 | $ 2,025 | $ 1,617 | Yes | 17/18 | 16/17 | 1 | Early | 23 | | Collision(s) reduced |
| SD | VAR | 11-SD-5,8,15,76,79,163,&805 BRIDGES | $ 1,330 | $ 1,330 | $ 1,444 | $ 3,001 | $ 2,935 | $ 4,331 | $ 4,380 | No | 16/17 | 16/17 | 0 | On Time | 38 | 34 | Bridge(s) |
| SD | VAR | 11-SD-5,8,15,54,163,805,&905 BRIDGE | $ 1,250 | $ 1,250 | $ 1,330 | $ 2,008 | $ 1,730 | $ 3,258 | $ 3,060 | Yes | 16/17 | 16/17 | 0 | On Time | 47 | 46 | Bridge(s) |
| ORA | 001 | 12-0N260 RTE 1 NPDES | $ 1,015 | $ 1,015 | $ 1,071 | $ 246 | $ 244 | $ 1,261 | $ 1,316 | No | 17/18 | 16/17 | 1 | Early | 0.25 | 0.3 | Acre(s) treated/pollutant |
| RIV | 111 | RIV 111 PLACE CENTERLINE AND SHOULDER RUMBLE STRIPS | $ 2,431 | $ 2,431 | $ 968 | $ 817 | $ 541 | $ 3,248 | $ 1,510 | Yes | 17/18 | 17/18 | 0 | On Time | 133 | 133 | Collision(s) reduced |
| ORA | 001 | 12-0M470 PCH Signal Upgrade at HB | | $ 3,330 | $ 3,095 | $ 2,373 | $ 2,251 | $ 5,703 | $ 5,346 | Yes | 15/16 | 15/16 | 0 | On Time | 173 | 173 | Collision(s) reduced |
| HUM | 169 | Martins Ferry Storm Repairs | $ 330 | $ 330 | $ 412 | $ 3,310 | $ 3,024 | $ 3,640 | $ 3,436 | Yes | 16/17 | 16/17 | 0 | On Time | 1 | 5.8 | Location(s) |
| LA | 002 | 2 Rount Top Dr | | $ 1,200 | $ 1,709 | $ 2,025 | $ 1,726 | $ 3,225 | $ 3,434 | No | 14/15 | 14/15 | 0 | On Time | 0 | 15 | Location(s) |
| MRN | 001 | Storm Damage Near Slide Ranch. Mrn-1-PM 8.1 | | $ 4,700 | $ 3,157 | $ 3,806 | $ 3,005 | $ 8,506 | $ 6,162 | Yes | 12/13 | 15/16 | (3) | Delayed | 1 | 1 | Location(s) |
| MON | 101 | South Greenfield Median Barrier | | $ 2,597 | $ 1,787 | $ 5,407 | $ 5,153 | $ 8,004 | $ 6,940 | Yes | 14/15 | 14/15 | 0 | On Time | 62 | | Collision(s) reduced |
| MAD | VAR | Madera Shoulder Rumble Strips | $ 979 | $ 979 | $ 451 | $ 424 | $ 331 | $ 1,403 | $ 782 | Yes | 17/18 | 17/18 | 0 | On Time | 41 | 41 | Collision(s) reduced |
| NAP | 128 | SR 128 KNOXVILLE STORM DAMAGE | | $ 1,550 | $ 2,558 | $ 1,280 | $ 905 | $ 2,830 | $ 3,463 | No | 13/14 | 15/16 | (2) | Delayed | 1 | 1 | Location(s) |
| SLO | 001 | Piedras Blancas Realignment | $ 17,000 | $ 17,000 | $ 17,569 | $ 37,201 | $ 34,915 | $ 54,201 | $ 52,485 | Yes | 13/14 | 14/15 | (1) | Delayed | 1 | | Location(s) |
| SON | 001 | Jenner wall Project | | $ 2,476 | $ 2,130 | $ 1,437 | $ 1,216 | $ 3,913 | $ 3,346 | Yes | 11/12 | 16/17 | (5) | Delayed | 1 | 1 | Location(s) |
| PLU | 070 | Crib Wall | $ 605 | $ 605 | $ 377 | $ 2,000 | $ 1,906 | $ 2,605 | $ 2,283 | Yes | 17/18 | 17/18 | 0 | On Time | 1 | 1 | Location(s) |
| MON | 198 | NORTH FORK WIDENING | $ 1,756 | $ 2,383 | $ 1,866 | $ 1,357 | $ 1,203 | $ 3,740 | $ 3,068 | Yes | 16/17 | 16/17 | 0 | On Time | 20 | | Collision(s) reduced |
| SON | 116 | Nickname Required | $ 450 | $ 450 | $ 440 | $ 1,010 | $ 359 | $ 1,460 | $ 800 | Yes | 16/17 | 16/17 | 0 | On Time | 1 | 1 | Location(s) |
| NAP | 121 | Slip-Out Repair (SR 121) | $ 1,780 | $ 1,780 | $ 3,400 | $ 6,360 | $ 6,200 | $ 8,140 | $ 9,599 | No | 15/16 | 15/16 | 0 | On Time | 1 | 2 | Location(s) |
| MEN | 253 | Boonville Slide | | $ 2,480 | $ 2,290 | $ 3,604 | $ 3,262 | $ 6,084 | $ 5,552 | Yes | 13/14 | 16/17 | (3) | Delayed | 1 | 1 | Location(s) |
| SCL | VAR | Nickname Required | $ 560 | $ 560 | $ 584 | $ 2,220 | $ 2,180 | $ 2,780 | $ 2,763 | Yes | 16/17 | 16/17 | 0 | On Time | 4 | 4 | Location(s) |
| FRE | 168 | 168 Gore Paving | $ 932 | $ 1,428 | $ 1,433 | $ 3,618 | $ 3,184 | $ 5,046 | $ 4,617 | Yes | 16/17 | 16/17 | 0 | On Time | 44 | 44 | Location(s) |

**(B) Caltrans Fiscal Year 2018-19**
**State Highway Operation and Protection**
**Program Project Closeout**

| Project Description | | | Support ($1,000's) | | | Capital ($1,000's) | | Total ($1,000's) | | Completed Within Approved Budget? | Delivery Year | | | Construction Output[2] | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Original Budget[1] | Approved Budget | Actual Costs | Approved Budget | Actual Costs | Approved Budget | Actual Costs | | Original | Actual | Years Early, Delayed, or On-time | Original | Actual | Primary Unit |
| TUL | 190 | Reservation Road Roundabout | | $ 2,070 | $ 2,964 | $ 3,493 | $ 3,270 | $ 5,563 | $ 6,234 | No | 11/12 | 14/15 | (3) Delayed | 10 | 10 | Collision(s) reduced |
| ORA | 405 | 12-0N540 Rte 405 Red Hill OC | | $ 6,800 | $ 7,375 | $ 15,803 | $ 10,689 | $ 22,603 | $ 18,064 | Yes | 14/15 | 14/15 | 0 On Time | 1 | 1 | Location(s) |
| SM | 001 | Nickname Required | $ 1,825 | $ 1,825 | $ 1,049 | $ 3,210 | $ 1,488 | $ 5,035 | $ 2,537 | Yes | 16/17 | 16/17 | 0 On Time | 1 | 1 | Location(s) |
| LA | 005 | Upgrade The End Treatements | $ 2,278 | $ 2,278 | $ 2,633 | $ 4,648 | $ 4,202 | $ 6,926 | $ 6,835 | Yes | 15/16 | 15/16 | 0 On Time | 12 | 39 | Collision(s) reduced |
| SCL | 017 | Nickname Required | $ 900 | $ 900 | $ 663 | $ 2,110 | $ 2,088 | $ 3,010 | $ 2,751 | Yes | 16/17 | 16/17 | 0 On Time | 2 | 2 | Location(s) |
| HUM | 254 | Avenue of the Giants-Four Bridges Project | | $ 3,897 | $ 3,796 | $ 3,373 | $ 2,992 | $ 7,270 | $ 6,787 | Yes | 11/12 | 15/16 | (4) Delayed | 1,550 | 1,550 | Linear feet |
| MEN | 101 | STORM REPAIRS NEAR CUMMINGS | $ 615 | $ 615 | $ 1,124 | $ 6,525 | $ 6,500 | $ 7,140 | $ 7,624 | No | 16/17 | 16/17 | 0 On Time | 1 | 1.5 | Location(s) |
| SBD | 015 | SBD 15 REPAIR DAMAGED ROAD | $ 490 | $ 490 | $ 943 | $ 2,600 | $ 2,635 | $ 3,090 | $ 3,578 | No | 16/17 | 16/17 | 0 On Time | 2 | 2 | Location(s) |
| SM | 035 | Nickname Required | $ 1,140 | $ 1,140 | $ 899 | $ 1,950 | $ 1,252 | $ 3,090 | $ 2,151 | Yes | 16/17 | 16/17 | 0 On Time | 1 | 1 | Location(s) |
| INY | 127 | Amargosa Culverts | $ 1,250 | $ 1,417 | $ 986 | $ 2,490 | $ 2,125 | $ 3,907 | $ 3,111 | Yes | 16/17 | 16/17 | 0 On Time | 4 | 4 | Drainage system(s) |
| SBD | 015 | SBD 15 CENDA DITCH/WHEATON WASH BR - BROKER TO D12 | | $ 6,126 | $ 7,364 | $ 11,790 | $ 10,948 | $ 17,916 | $ 18,312 | No | 13/14 | 14/15 | (1) Delayed | 2 | 2 | Bridge(s) |
| MNO | 395 | Walker CAPM | $ 1,290 | $ 1,568 | $ 1,233 | $ 11,588 | $ 11,078 | $ 13,156 | $ 12,311 | Yes | 16/17 | 15/16 | 1 Early | 32.2 | 30.8 | Lane mile(s) |
| SBT | 156 | Hollister Route 156 CAPM | $ 1,812 | $ 2,096 | $ 1,226 | $ 7,113 | $ 7,008 | $ 9,209 | $ 8,234 | Yes | 17/18 | 15/16 | 2 Early | 18.2 | | Lane mile(s) |
| HUM | 096 | HUM-96 SLIDE | $ 340 | $ 340 | $ 191 | $ 1,660 | $ 1,569 | $ 2,000 | $ 1,760 | Yes | 15/16 | 15/16 | 0 On Time | 1 | 1 | Location(s) |
| SOL | 029 | Cross Walk Var. Locations | $ 551 | $ 551 | $ 780 | $ 2,069 | $ 1,504 | $ 2,620 | $ 2,284 | Yes | 15/16 | 15/16 | 0 On Time | 129 | 129 | Collision(s) reduced |
| KIN | 198 | Kings 198 Redington Signal | $ 1,350 | $ 1,400 | $ 931 | $ 790 | $ 631 | $ 2,190 | $ 1,563 | Yes | 16/17 | 16/17 | 0 On Time | 8 | 8 | Collision(s) reduced |
| LA | 605 | COYOTE | | $ 9,463 | $ 7,059 | $ 25,354 | $ 22,559 | $ 34,817 | $ 29,618 | Yes | 13/14 | 13/14 | 0 On Time | 160 | 110 | Lane mile(s) |
| SON | 001 | Blue Slide Retaining Walls | | $ 3,850 | $ 4,129 | $ 4,850 | $ 4,473 | $ 8,700 | $ 8,602 | Yes | 13/14 | 15/16 | (2) Delayed | 1 | 1 | Location(s) |
| SD | 067 | SR-67 & DYE OPERATIONAL IMPROVEMENTS | | $ 5,147 | $ 5,912 | $ 8,237 | $ 5,063 | $ 13,384 | $ 10,975 | Yes | 14/15 | 14/15 | 0 On Time | 228 | 800 | 1,000 vehicle hour(s)/yr |
| KIN | VAR | Kings 33/43 Rumble Strips | $ 800 | $ 800 | $ 587 | $ 643 | $ 440 | $ 1,443 | $ 1,028 | Yes | 17/18 | 17/18 | 0 On Time | 26 | 29 | Collision(s) reduced |
| LA | 023 | Nickname Required | $ 202 | $ 202 | $ 198 | $ 1,163 | $ 1,131 | $ 1,365 | $ 1,329 | Yes | 16/17 | 16/17 | 0 On Time | 1 | 1 | Location(s) |
| HUM | 096 | HUM-96 SLIDE REPAIR | $ 105 | $ 105 | $ 257 | $ 1,505 | $ 1,465 | $ 1,610 | $ 1,723 | No | 16/17 | 16/17 | 0 On Time | 1 | 1 | Location(s) |
| HUM | 096 | Repair Slipout near Weitchpec | $ 975 | $ 975 | $ 1,503 | $ 9,575 | $ 9,529 | $ 10,550 | $ 11,031 | No | 16/17 | 16/17 | 0 On Time | 1 | 4 | Location(s) |
| SAC | 005 | Yol/Sac 5/50/80 Slab Replacement | $ 225 | $ 225 | $ 415 | $ 4,000 | $ 3,630 | $ 4,225 | $ 4,045 | Yes | 16/17 | 16/17 | 0 On Time | 65 | 65 | Location(s) |
| HUM | 101 | Orick CAPM | $ 3,658 | $ 3,658 | $ 2,082 | $ 13,333 | $ 12,878 | $ 16,991 | $ 14,960 | Yes | 15/16 | 15/16 | 0 On Time | 37 | 35.2 | Lane mile(s) |
| NAP | 029 | SR 29 CONCRETE BARRIER | $ 900 | $ 917 | $ 1,308 | $ 1,266 | $ 886 | $ 2,183 | $ 2,194 | No | 16/17 | 16/17 | 0 On Time | 2 | 2 | Collision(s) reduced |
| MEN | 101 | MEN-101 Culverts | $ 1,022 | $ 1,022 | $ 878 | $ 2,969 | $ 2,326 | $ 3,991 | $ 3,204 | Yes | 15/16 | 15/16 | 0 On Time | 29 | 29 | Drainage system(s) |
| SCL | 009 | Nickname Required | $ 450 | $ 450 | $ 1,276 | $ 5,790 | $ 5,702 | $ 6,240 | $ 6,978 | No | 16/17 | 16/17 | 0 On Time | 1 | 1 | Location(s) |
| VAR | 099 | Yuba City OPS Project | $ 800 | $ 1,905 | $ 2,356 | $ 3,382 | $ 3,027 | $ 5,287 | $ 5,383 | No | 15/16 | 15/16 | 0 On Time | 8 | 8 | Field element(s) |
| RIV | 371 | Riv 371 Place Centerline and Shouder Rumble Strips | $ 640 | $ 1,335 | $ 857 | $ 825 | $ 562 | $ 2,160 | $ 1,420 | Yes | 17/18 | 17/18 | 0 On Time | 32 | 32 | Collision(s) reduced |
| LA | 060 | LA-60 Paramount Blvd. Permanent Restoration | $ 6,121 | $ 6,121 | $ 3,122 | $ 7,925 | $ 7,189 | $ 14,046 | $ 10,311 | Yes | 14/15 | 14/15 | 0 On Time | 1 | 1 | Location(s) |
| LA | 405 | Barrier @405 | | $ 2,134 | $ 2,245 | $ 2,623 | $ 2,347 | $ 4,757 | $ 4,591 | Yes | 15/16 | 15/16 | 0 On Time | 9 | 22 | Collision(s) reduced |
| SHA | 005 | I5 South bound Culvert Jack | $ 300 | $ 300 | $ 79 | $ 782 | $ 432 | $ 1,082 | $ 511 | Yes | 17/18 | 17/18 | 0 On Time | 1 | 1 | Location(s) |
| **3rd Quarter** | | | | | | | | | | | | | | | | |
| SBD | 015 | SBd 15 Cajon Pass Rehab | | $ 43,069 | $ 12,298 | $ 122,397 | $ 120,256 | $ 165,466 | $ 132,554 | Yes | 15/16 | 12/13 | 3 Early | 126.5 | 126.5 | Lane mile(s) |
| LA | 005 | 5 Colorado Ext | | $ 1,800 | $ 1,466 | $ 2,824 | $ 2,577 | $ 4,624 | $ 4,042 | Yes | / | 12/13 | 0 On Time | 37.7 | 37.7 | Acre(s) treated/pollutant |
| LA | 710 | LA-710 Rehab Phase 1 | | $ 31,200 | $ 61,857 | $ 134,384 | $ 113,118 | $ 165,584 | $ 174,975 | No | 10/11 | 10/11 | 0 On Time | 64 | 57.3 | Lane mile(s) |
| SIS | 096 | Siskiyou 96 Emergency Repairs | $ 400 | $ 400 | $ 1,218 | $ 5,017 | $ 4,539 | $ 5,417 | $ 5,757 | No | 16/17 | 16/17 | 0 On Time | 1 | 22 | Location(s) |
| VAR | 006 | McNally Shoulder Widening | $ 2,395 | $ 2,395 | $ 899 | $ 3,293 | $ 2,927 | $ 5,688 | $ 3,825 | Yes | 17/18 | 17/18 | 0 On Time | 58.8 | 58.8 | Collision(s) reduced |
| VAR | 080 | Soda Spring/Kingvale Culvert Repair | $ 350 | $ 350 | $ 235 | $ 2,450 | $ 1,621 | $ 2,800 | $ 1,855 | Yes | 16/17 | 16/17 | 0 On Time | 5 | 6 | Location(s) |
| SBD | 210 | SBD 210 METHACRYLATE DECK | $ 1,249 | $ 1,249 | $ 850 | $ 1,028 | $ 771 | $ 2,277 | $ 1,621 | Yes | 16/17 | 16/17 | 0 On Time | 15 | 15 | Bridge(s) |
| MEN | 101 | REPAIR SLIDE / REPAIR ROADWAY | $ 875 | $ 875 | $ 537 | $ 3,025 | $ 698 | $ 3,900 | $ 1,235 | Yes | 16/17 | 16/17 | 0 On Time | 1 | 1 | Location(s) |
| SBD | 040 | SBD 40 REGRADE MEDIAN CROSS SLOPE (NEAR BARSTOW) | | $ 7,047 | $ 6,019 | $ 17,820 | $ 15,148 | $ 24,867 | $ 21,167 | Yes | 15/16 | 15/16 | 0 On Time | 75 | 75 | Collision(s) reduced |
| TEH | 032 | Colby Curves | $ 1,038 | $ 1,643 | $ 1,162 | $ 2,494 | $ 2,329 | $ 4,137 | $ 3,492 | Yes | 17/18 | 16/17 | 1 Early | 16 | 16 | Collision(s) reduced |
| RIV | 060 | RIV 60 INSTALL DOUBLE LUMINAIRE MAST ARMS | $ 3,899 | $ 3,899 | $ 3,688 | $ 9,816 | $ 8,625 | $ 13,715 | $ 12,313 | Yes | 17/18 | 16/17 | 1 Early | 486 | 486 | Collision(s) reduced |
| SCR | 129 | 129 Realignment | | $ 4,952 | $ 3,600 | $ 5,557 | $ 5,242 | $ 10,509 | $ 8,842 | Yes | 13/14 | 14/15 | (1) Delayed | 24 | 24 | Collision(s) reduced |
| SON | 128 | Nickname Required | $ 700 | $ 700 | $ 792 | $ 1,510 | $ 1,140 | $ 2,210 | $ 1,933 | Yes | 16/17 | 16/17 | 0 On Time | 1 | 2 | Location(s) |
| HUM | 096 | Storm Damage Repairs near Orleans | $ 625 | $ 625 | $ 108 | $ 2,025 | $ 1,266 | $ 2,650 | $ 1,374 | Yes | 16/17 | 16/17 | 0 On Time | 1 | 1 | Location(s) |
| VAR | VAR | Honey Lake SRRA Sewer Restoration | | $ 1,420 | $ 1,949 | $ 2,063 | $ 2,060 | $ 3,483 | $ 4,008 | No | 15/16 | 14/15 | 1 Early | 1 | 1 | Location(s) |
| SD | 008 | 11-41350 SD I-8 JOHNSON AVE TO LK JENNINGS PARK | $ 4,076 | $ 4,314 | $ 5,189 | $ 13,251 | $ 13,106 | $ 17,565 | $ 18,295 | No | 17/18 | 15/16 | 2 Early | 12.6 | 30 | Lane mile(s) |
| KER | VAR | Kern County Seismic Restoration | | $ 3,114 | $ 3,232 | $ 2,958 | $ 2,410 | $ 6,072 | $ 5,642 | Yes | 15/16 | 15/16 | 0 On Time | 2 | 2 | Bridge(s) |
| ALA | 880 | Warren Ave OC Settlement | | $ 3,014 | $ 1,857 | $ 3,167 | $ 2,974 | $ 6,181 | $ 4,832 | Yes | 14/15 | 16/17 | (2) Delayed | 1 | 1 | Location(s) |
| MER | 099 | WEST MERCED OVERHEAD LANDSCAPE | | $ 979 | $ 746 | $ 733 | $ 711 | $ 1,712 | $ 1,457 | Yes | / | 13/14 | 0 On Time | 4 | 4 | Bridge(s) |
| LA | 014 | Nickname Required | $ 370 | $ 370 | $ 528 | $ 1,460 | $ 994 | $ 1,830 | $ 1,522 | Yes | 16/17 | 16/17 | 0 On Time | 1 | 1 | Location(s) |
| SJ | 012 | LODI ADA IMPROVEMENTS | $ 725 | $ 1,272 | $ 1,550 | $ 599 | $ 528 | $ 1,871 | $ 2,077 | No | 16/17 | 16/17 | 0 On Time | 83 | 14 | Curb ramp(s) |
| HUM | 283 | Clean & Paint Eel River OH | $ 1,962 | $ 1,962 | $ 1,189 | $ 2,849 | $ 2,737 | $ 4,811 | $ 3,926 | Yes | 16/17 | 16/17 | 0 On Time | 1 | 1 | Bridge(s) |

## (B) Caltrans Fiscal Year 2018-19
## State Highway Operation and Protection
## Program Project Closeout

| Project Description | | | Support ($1,000's) | | | Capital ($1,000's) | | Total ($1,000's) | | Completed Within Approved Budget? | Delivery Year | | | | Construction Output[2] | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Original Budget[1] | Approved Budget | Actual Costs | Approved Budget | Actual Costs | Approved Budget | Actual Costs | | Original | Actual | Years Early, Delayed, or On-time | | Original | Actual | Primary Unit |
| MRN | 001 | Nickname Required | $ 425 | $ 425 | $ 253 | $ 1,130 | $ 198 | $ 1,555 | $ 450 | Yes | 16/17 | 16/17 | 0 | On Time | 1 | 1 | Location(s) |
| SM | 084 | Director Order Storm Damage – Soldier Pile Wall | $ 2,100 | $ 2,100 | $ 1,909 | $ 6,665 | $ 5,506 | $ 8,765 | $ 7,414 | Yes | 16/17 | 16/17 | 0 | On Time | 1 | 2 | Location(s) |
| ORA | 073 | 12-0H225 I-405 & SR73 Install Fiber Optic cable& CCTVs | $ 566 | $ 609 | $ 890 | $ 997 | $ 834 | $ 1,606 | $ 1,724 | No | 14/15 | 14/15 | 0 | On Time | 2 | 2 | Field element(s) |
| SM | 082 | San Mateo County Crosswalk Safety Enhancements | | $ 2,078 | $ 2,568 | $ 5,693 | $ 4,724 | $ 7,771 | $ 7,293 | Yes | / | 15/16 | 0 | On Time | 99 | 96 | Collision(s) reduced |
| VEN | 118 | Nickname Required | $ 200 | $ 200 | $ 170 | $ 550 | $ 341 | $ 750 | $ 511 | Yes | 16/17 | 16/17 | 0 | On Time | 1 | 1 | Location(s) |
| PLU | 070 | Tobin Indian Chips DO | $ 450 | $ 450 | $ 297 | $ 1,360 | $ 1,252 | $ 1,810 | $ 1,549 | Yes | 16/17 | 16/17 | 0 | On Time | 3 | 3 | Location(s) |
| MON | 101 | North Greenfield Median Barrier | $ 2,326 | $ 2,326 | $ 1,344 | $ 3,469 | $ 3,083 | $ 5,795 | $ 4,427 | Yes | 16/17 | 16/17 | 0 | On Time | 32 | 32 | Collision(s) reduced |
| MEN | 101 | MEN 101 Pushup and Slips | | $ 1,530 | $ 1,339 | $ 1,930 | $ 1,443 | $ 3,460 | $ 2,782 | Yes | 13/14 | 15/16 | (2) | Delayed | 3 | 3 | Location(s) |
| VAR | VAR | Safety, Sac 50 & 99 and Pla 80 High Friction Surface Treatment | $ 410 | $ 410 | $ 405 | $ 848 | $ 737 | $ 1,258 | $ 1,142 | Yes | 17/18 | 17/18 | 0 | On Time | 98 | 98 | Collision(s) reduced |
| ALA | 880 | Pave shoulder | $ 1,190 | $ 1,261 | $ 1,528 | $ 2,577 | $ 2,263 | $ 3,838 | $ 3,792 | Yes | 16/17 | 16/17 | 0 | On Time | 2 | 2 | Location(s) |
| KER | VAR | Kern 33 & 119 CL Rumble Strips | $ 1,065 | $ 1,065 | $ 798 | $ 786 | $ 609 | $ 1,851 | $ 1,407 | Yes | 17/18 | 17/18 | 0 | On Time | 25 | 25 | Collision(s) reduced |
| SBD | 210 | SBD 210 Repair area damaged by the fire | $ 500 | $ 500 | $ 398 | $ 1,455 | $ 1,423 | $ 1,955 | $ 1,821 | Yes | 17/18 | 17/18 | 0 | On Time | 1 | 1 | Location(s) |
| HUM | 096 | HUM 96 Sugar Bowl Ranch Curve | | $ 2,313 | $ 1,593 | $ 3,203 | $ 2,860 | $ 5,516 | $ 4,452 | Yes | 15/16 | 15/16 | 0 | On Time | 20 | 20 | Collision(s) reduced |
| HUM | 101 | Big Lagoon Walls | | $ 3,602 | $ 3,353 | $ 5,178 | $ 4,739 | $ 8,780 | $ 8,092 | Yes | 13/14 | 15/16 | (2) | Delayed | 1 | 1 | Location(s) |
| ALA | 580 | Oakland Bridge Deck Rehab | $ 1,692 | $ 2,536 | $ 1,977 | $ 1,401 | $ 849 | $ 3,937 | $ 2,825 | Yes | 16/17 | 17/18 | (1) | Delayed | 1 | 1 | Bridge(s) |
| VAR | VAR | Upgrade CMS panels to AVMS | $ 1,000 | $ 2,900 | $ 1,854 | $ 4,880 | $ 4,674 | $ 7,780 | $ 6,528 | Yes | / | 15/16 | 0 | On Time | 17 | 33 | Field element(s) |
| KER | 155 | Delano Roundabout | | $ 2,423 | $ 2,592 | $ 4,014 | $ 2,744 | $ 6,437 | $ 5,336 | Yes | 15/16 | 16/17 | (1) | Delayed | 28 | 28 | Collision(s) reduced |
| PLU | 070 | Plu 70 Sinkhole | $ 120 | $ 120 | $ 38 | $ 596 | $ 368 | $ 716 | $ 406 | Yes | 17/18 | 17/18 | 0 | On Time | 1 | 1 | Location(s) |
| ALP | VAR | Tree Pruning and Removal | $ 4,447 | $ 4,447 | $ 2,273 | $ 2,664 | $ 2,245 | $ 7,111 | $ 4,518 | Yes | 17/18 | 17/18 | 0 | On Time | 3306 | 1594 | Location(s) |
| VEN | 150 | Permanent Repairs | $ 3,300 | $ 3,680 | $ 1,838 | $ 3,993 | $ 3,097 | $ 7,673 | $ 4,935 | Yes | 16/17 | 14/15 | 2 | Early | 2 | 2 | Location(s) |
| VAR | 041 | FRE/MAD Roadside Safety | | $ 1,583 | $ 1,511 | $ 3,097 | $ 2,808 | $ 4,680 | $ 4,319 | Yes | 15/16 | 16/17 | (1) | Delayed | 20 | 20 | Location(s) |
| ORA | VAR | 12-0N821 Install TMS equipment | | $ 553 | $ 1,109 | $ 979 | $ 855 | $ 1,532 | $ 1,964 | No | / | 14/15 | 0 | On Time | 69 | 69 | Field element(s) |
| ALA | 580 | Distribution Structure Painting Project | | $ 6,055 | $ 6,009 | $ 15,510 | $ 14,014 | $ 21,565 | $ 20,022 | Yes | 14/15 | 14/15 | 0 | On Time | 2 | 2 | Bridge(s) |
| SON | 101 | Nickname Required | $ 2,225 | $ 2,225 | $ 851 | $ 3,210 | $ 2,384 | $ 5,435 | $ 3,235 | Yes | 16/17 | 16/17 | 0 | On Time | 1 | 1 | Location(s) |
| MRN | VAR | Curbramp upgrades in Marin, Napa and Sonoma counties | | $ 727 | $ 877 | $ 392 | $ 211 | $ 1,119 | $ 1,088 | Yes | 15/16 | 15/16 | 0 | On Time | 14 | 4 | Curb ramp(s) |
| TUL | 198 | Burke to Ben Maddox Rumble Strip | $ 1,114 | $ 1,114 | $ 700 | $ 722 | $ 690 | $ 1,836 | $ 1,390 | Yes | 17/18 | 17/18 | 0 | On Time | 12 | 12 | Collision(s) reduced |
| RIV | 074 | Riv 74 Gunnerson St & Strickland Ave LTL | $ 2,323 | $ 2,541 | $ 2,112 | $ 1,075 | $ 916 | $ 3,616 | $ 3,029 | Yes | 16/17 | 16/17 | 0 | On Time | 41 | 41 | Collision(s) reduced |
| ALA | 580 | East Castro Valley Boulevard Undercrossing rehab-replace bridge de | $ 1,901 | $ 2,788 | $ 2,438 | $ 2,642 | $ 2,029 | $ 5,430 | $ 4,467 | Yes | 17/18 | 16/17 | 1 | Early | 1 | 1 | Bridge(s) |
| SD | 805 | I-5 SAN YSIDRO STORM WATER MIT | | $ 1,026 | $ 1,147 | $ 2,057 | $ 1,948 | $ 3,083 | $ 3,095 | No | / | 13/14 | 0 | On Time | 8 | 8 | Acres |
| LAK | 029 | Cruickshank Safety | $ 1,205 | $ 1,205 | $ 930 | $ 1,058 | $ 1,016 | $ 2,263 | $ 1,946 | Yes | 17/18 | 16/17 | 1 | Early | 7 | 7 | Collision(s) reduced |
| HUM | 096 | Two HUM Bridges | $ 1,365 | $ 1,459 | $ 788 | $ 1,471 | $ 1,304 | $ 2,930 | $ 2,092 | Yes | 16/17 | 16/17 | 0 | On Time | 2 | 2 | Bridge(s) |
| SCL | 152 | Centerline and Shoulder Rumble Strip | $ 720 | $ 1,069 | $ 1,254 | $ 1,294 | $ 1,014 | $ 2,363 | $ 2,268 | Yes | 16/17 | 16/17 | 0 | On Time | 4 | 4 | Collision(s) reduced |
| TUO | 108 | WEST LONG BARN CAPM | $ 506 | $ 778 | $ 529 | $ 1,432 | $ 1,140 | $ 2,210 | $ 1,668 | Yes | 17/18 | 17/18 | 0 | On Time | 5.6 | 5.6 | Lane mile(s) |
| SJ | 099 | SJ 99 COLLISION REDUCTION | $ 644 | $ 644 | $ 485 | $ 446 | $ 346 | $ 1,090 | $ 831 | Yes | 17/18 | 17/18 | 0 | On Time | 3 | 3 | Collision(s) reduced |
| SHA | 151 | Shasta Lake Combined | | $ 1,682 | $ 1,696 | $ 2,077 | $ 1,889 | $ 3,759 | $ 3,585 | Yes | / | 17/18 | 0 | On Time | 21 | 20 | Structure(s) |
| KER | 065 | Kern SR 65 Rumble Strips | $ 1,250 | $ 1,250 | $ 650 | $ 593 | $ 456 | $ 1,843 | $ 1,107 | Yes | 17/18 | 17/18 | 0 | On Time | 38 | 38 | Collision(s) reduced |
| INY | 395 | Black Rock CAPM | $ 885 | $ 885 | $ 235 | $ 2,857 | $ 2,553 | $ 3,742 | $ 2,788 | Yes | 17/18 | 17/18 | 0 | On Time | 28.4 | 28.4 | Lane mile(s) |
| ORA | 074 | 12-0Q570 Slope Embankment repair | $ 700 | $ 700 | $ 617 | $ 100 | $ 1,501 | $ 800 | $ 2,118 | No | 16/17 | 16/17 | 0 | On Time | 3 | 3 | Location(s) |
| SOL | VAR | North Counties Wire Theft Repair | $ 1,280 | $ 1,280 | $ 927 | $ - | $ 4,202 | $ 1,280 | $ 5,129 | No | 15/16 | 15/16 | 0 | On Time | 15 | 15 | Location(s) |
| SCL | VAR | Restore Electrical System-Wire Theft | $ 2,240 | $ 2,240 | $ 2,008 | $ - | $ 7,239 | $ 2,240 | $ 9,247 | No | 15/16 | 15/16 | 0 | On Time | 30 | 30 | Location(s) |
| **Totals** | | | | **$ 503,571** | **$ 467,745** | **$ 1,264,045** | **$ 1,129,418** | **$ 1,767,616** | **$ 1,597,163** | | | | | | | | |

[1] *New project in 2014 Program Document or later.*

[2] *New project in 2016 Program Document or later.*

**FY 2018-19 SHOPP Project Closeout Support Expenditure Analysis**

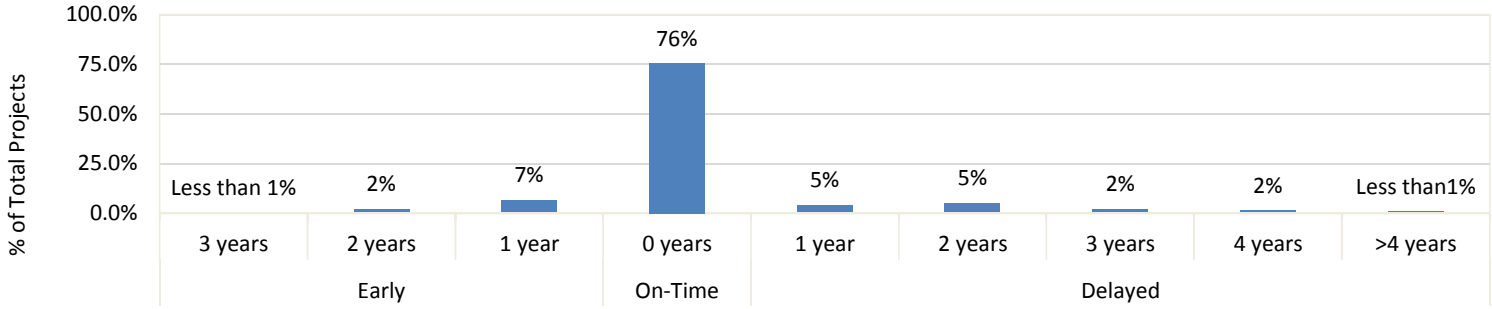
| Percentage of Budget Expended | Number of Projects | Percentage of Projects | Approved Support Budget ($1,000's) | Actual Support Cost ($1,000's) | Over (Under) Budget ($1,000's) | % Over (Under) Budget |
|---|---|---|---|---|---|---|
| < 80% | 88 | 43% | $ 224,593 | $ 127,783 | $ (96,810) | (43%) |
| 80% to 120% | 68 | 33% | $ 180,166 | $ 178,324 | $ (1,842) | (1%) |
| > 120% | 49 | 24% | $ 98,812 | $ 161,638 | $ 62,826 | 64% |
| **Total** | **205** | **100%** | **$ 503,571** | **$ 467,745** | **$ (35,826)** | **(7%)** |

# (B) Caltrans Fiscal Year 2018-19
# State Highway Operation and Protection
# Program Project Closeout

## FY 18-19 SHOPP Closeout Delivery Year Summary

| | Early | | | On-Time | Delayed | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | 3 years | 2 years | 1 year | 0 years | 1 year | 2 years | 3 years | 4 years | Greater than 4 years |
| **Number of Projects** | 1 | 5 | 14 | 155 | 9 | 11 | 5 | 3 | 2 |
| **Approved Capital Budget ($1,000's)** | $ 122,397 | $ 30,506 | $ 81,925 | $ 876,589 | $ 71,013 | $ 37,333 | $ 25,577 | $ 12,835 | $ 5,871 |

## Distribution of FY 18-19 SHOPP Closeout Delivery Year



**(B1) Caltrans Fiscal Year 2018-19**
**State Highway Operation and Protection**
**Program Project Closeout - Large Projects (Total Project Cost Greater than $50 million or Total SHOPP programmed amount (R/W and/or Construction) of $15 Million or greater)**

| Project Description | Phase | Initial Programmed Amount | Initial Allocated Amount | Supplemental Allocated Amount | Initial Programmed vs Allocated Variance Amount | Expended Amount | Total Allocated vs Expended Variance Amount | Delivery Year | | | | Construction Output | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | Original | Actual | Years Early, Delayed, or On-time | | Original | Actual | Primary Unit |
| | | ($1000) | ($1000) | ($1000) | ($1000) | ($1000) | ($1000) | | | | | | | |
| **1st Quarter** | | | | | | | | | | | | | | |
| ORA 073 | **PA&ED** | $ 1,850 | $0 | | $1,850 | $1,819 | -$1,819 | | | | | | | |
| | **PS&E** | $ 2,000 | $0 | | $2,000 | $2,120 | -$2,120 | | | | | | | |
| | **R/W Sup** | $ 250 | $0 | | $250 | $0 | $0 | | | | | | | |
| Rt 73 Stormwater Source | **Con Sup** | $ 2,080 | $0 | | $2,080 | $2,770 | -$2,770 | / | 12/13 | 0 | On Time | 95 | 94.5 | Acre(s) treated/pollutant |
| Control Project | **R/W Cap** | $ - | $0 | | $0 | $4 | -$4 | | | | | | | |
| | **Con Cap** | $ 12,861 | $18,044 | | -$5,183 | $11,832 | $6,212 | | | | | | | |
| | **Total** | $ 19,041 | $18,044 | | $997 | $18,544 | -$500 | | | | | | | |
| GLE 005 | **PA&ED** | $ 1,350 | $0 | | $1,350 | $630 | -$630 | | | | | | | |
| | **PS&E** | $ 1,070 | $0 | | $1,070 | $1,054 | -$1,054 | | | | | | | |
| | **R/W Sup** | $ 350 | $350 | | $0 | $27 | $323 | | | | | | | |
| HMA Overlay - Glenn 005 | **Con Sup** | $ 3,800 | $0 | | $3,800 | $2,243 | -$2,243 | 16/17 | 15/16 | 1 | Early | 8 | 0 | Lane mile(s) |
| | **R/W Cap** | $ 21 | $0 | | $21 | $0 | $0 | | | | | | | |
| | **Con Cap** | $ 23,872 | $30,726 | | -$6,854 | $23,311 | $7,415 | | | | | | | |
| | **Total** | $ 30,463 | $31,076 | | -$613 | $27,266 | $3,810 | | | | | | | |
| SBD 040 | **PA&ED** | $ 1,508 | $0 | | $1,508 | $1,334 | -$1,334 | | | | | | | |
| | **PS&E** | $ 4,487 | $0 | | $4,487 | $2,978 | -$2,978 | | | | | | | |
| | **R/W Sup** | $ 194 | $0 | | $194 | $16 | -$16 | | | | | | | |
| SBD 40 Haller, Rojo, Clipper | **Con Sup** | $ 6,717 | $0 | | $6,717 | $6,325 | -$6,325 | / | 13/14 | 0 | On Time | | | |
| Bridges Replacements | **R/W Cap** | $ 20 | $0 | | $20 | $39 | -$39 | | | | | | | |
| | **Con Cap** | $ 22,660 | $0 | | $22,660 | $22,247 | -$22,247 | | | | | | | |
| | **Total** | $ 35,586 | $0 | | $35,586 | $32,939 | -$32,939 | | | | | | | |
| SB 154 | **PA&ED** | $ 454 | $0 | | $454 | $122 | -$122 | | | | | | | |
| | **PS&E** | $ 1,141 | $0 | | $1,141 | $562 | -$562 | | | | | | | |
| | **R/W Sup** | $ 28 | $0 | | $28 | $16 | -$16 | | | | | | | |
| Cachuma Pass Cap-M | **Con Sup** | $ 1,726 | $0 | | $1,726 | $1,653 | -$1,653 | 15/16 | 15/16 | 0 | On Time | 42.6 | 25 | Lane mile(s) |
| | **R/W Cap** | $ 18 | $0 | | $18 | $0 | $0 | | | | | | | |
| | **Con Cap** | $ 13,651 | $12,801 | | $850 | $12,982 | -$181 | | | | | | | |
| | **Total** | $ 17,018 | $12,801 | | $4,217 | $15,335 | -$2,534 | | | | | | | |
| SBD 010 | **PA&ED** | $ - | $0 | | $0 | $0 | $0 | | | | | | | |
| | **PS&E** | $ 1,920 | $0 | | $1,920 | $1,862 | -$1,862 | | | | | | | |
| | **R/W Sup** | $ 268 | $0 | | $268 | $44 | -$44 | | | | | | | |
| SBD 10 LANE REPLACEMENT IN | **Con Sup** | $ 3,185 | $0 | | $3,185 | $3,845 | -$3,845 | 14/15 | 14/15 | 0 | On Time | 12.5 | 12.5 | Lane mile(s) |
| REDLANDS | **R/W Cap** | $ - | $0 | | $0 | $0 | $0 | | | | | | | |
| | **Con Cap** | $ 27,851 | $34,624 | | -$6,773 | $26,679 | $7,945 | | | | | | | |
| | **Total** | $ 33,224 | $34,624 | | -$1,400 | $32,430 | $2,194 | | | | | | | |
| SIS 005 | **PA&ED** | $ 1,400 | $0 | | $1,400 | $608 | -$608 | | | | | | | |
| | **PS&E** | $ 1,810 | $0 | | $1,810 | $817 | -$817 | | | | | | | |
| | **R/W Sup** | $ 90 | $0 | | $90 | $15 | -$15 | | | | | | | |
| South Weed 2R | **Con Sup** | $ 3,470 | $0 | | $3,470 | $3,635 | -$3,635 | 14/15 | 14/15 | 0 | On Time | 27 | 27 | Lane mile(s) |
| | **R/W Cap** | $ 5 | $0 | | $5 | $0 | $0 | | | | | | | |
| | **Con Cap** | $ 28,776 | $37,100 | | -$8,324 | $25,860 | $11,240 | | | | | | | |
| | **Total** | $ 35,551 | $37,100 | | -$1,549 | $30,936 | $6,164 | | | | | | | |
| SHA 299 | **PA&ED** | $ 2,100 | $0 | | $2,100 | $1,739 | -$1,739 | | | | | | | |
| | **PS&E** | $ 2,100 | $0 | | $2,100 | $1,641 | -$1,641 | | | | | | | |
| | **R/W Sup** | $ 340 | $0 | | $340 | $514 | -$514 | | | | | | | |
| BGI Capstone | **Con Sup** | $ 3,550 | $0 | | $3,550 | $6,280 | -$6,280 | 13/14 | 13/14 | 0 | On Time | 1 | 1 | Facilities |
| | **R/W Cap** | $ 2,200 | $0 | | $2,200 | $733 | -$733 | | | | | | | |
| | **Con Cap** | $ 38,233 | $29,975 | $4,316 | $3,942.26 | $34,665 | -$374 | | | | | | | |
| | **Total** | $ 48,523 | $29,975 | | $18,548 | $45,571 | -$15,596 | | | | | | | |

***Note**: SHOPP PAED and PS&E support as well as construction support were not allocated by the Commission until June 2017 and July 2016, respectively. Since there were no allocations prior to these dates, the initial allocated amount is shown as "0" resulting in a negative number in the total Allocated vs Expended Variance.*

**(B1) Caltrans Fiscal Year 2018-19**
**State Highway Operation and Protection**
**Program Project Closeout - Large Projects (Total Project Cost Greater than $50 million or Total SHOPP programmed amount (R/W and/or Construction) of $15 Million or greater)**

| Project Description | Phase | Initial Programmed Amount | Initial Allocated Amount | Supplemental Allocated Amount | Initial Programmed vs Allocated Variance Amount | Expended Amount | Total Allocated vs Expended Variance Amount | Delivery Year | | | | Construction Output | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | Original | Actual | Years Early, Delayed, or On-time | | Original | Actual | Primary Unit |
| | | ($1000) | ($1000) | ($1000) | ($1000) | ($1000) | ($1000) | | | | | | | |
| LA 138 | **PA&ED** | $ 990 | $0 | | $990 | $1,196 | -$1,196 | | | | | | | |
| | **PS&E** | $ 4,070 | $0 | | $4,070 | $1,712 | -$1,712 | | | | | | | |
| | **R/W Sup** | $ 508 | $0 | | $508 | $54 | -$54 | | | | | | | |
| Rte 138 Safety Improvements | **Con Sup** | $ 3,630 | $0 | | $3,630 | $3,162 | -$3,162 | / | 13/14 | 0 | On Time | 20.4 | 20.4 | Lane mile(s) |
| | **R/W Cap** | $ 800 | $0 | | $800 | $84 | -$84 | | | | | | | |
| | **Con Cap** | $ 10,774 | $0 | | $10,774 | $8,372 | -$8,372 | | | | | | | |
| | **Total** | $ 20,772 | $0 | | $20,772 | $14,582 | -$14,582 | | | | | | | |
| MPA 140 | **PA&ED** | $ 300 | $0 | | $300 | $0 | $0 | | | | | | | |
| | **PS&E** | $ 400 | $0 | | $400 | $398 | -$398 | | | | | | | |
| | **R/W Sup** | $ - | $0 | | $0 | $0 | $0 | | | | | | | |
| MARIPOSA TALUS REMOVAL | **Con Sup** | $ 1,000 | $2,480 | | -$1,480 | $1,826 | $654 | 14/15 | 13/14 | 1 | Early | 1 | 1 | Location(s) |
| | **R/W Cap** | $ - | $0 | | $0 | $0 | $0 | | | | | | | |
| | **Con Cap** | $ 17,200 | $13,000 | | $4,200 | $15,829 | -$2,829 | | | | | | | |
| | **Total** | $ 18,900 | $15,480 | | $3,420 | $18,052 | -$2,572 | | | | | | | |
| RIV 010 | **PA&ED** | $ 1,360 | $0 | | $1,360 | $1,438 | -$1,438 | | | | | | | |
| | **PS&E** | $ 2,340 | $0 | | $2,340 | $352 | -$352 | | | | | | | |
| | **R/W Sup** | $ 50 | $0 | | $50 | $5 | -$5 | | | | | | | |
| RIV 10 REHAB | **Con Sup** | $ 3,500 | $0 | | $3,500 | $3,907 | -$3,907 | 14/15 | 14/15 | 0 | On Time | 120 | 120 | Lane mile(s) |
| | **R/W Cap** | $ 50 | $0 | | $50 | $0 | $0 | | | | | | | |
| | **Con Cap** | $ 70,374 | $87,579 | | -$17,205 | $65,003 | $22,576 | | | | | | | |
| | **Total** | $ 77,674 | $87,579 | | -$9,905 | $70,705 | $16,874 | | | | | | | |
| TUO 120 | **PA&ED** | $ - | $0 | | $0 | $0 | $0 | | | | | | | |
| | **PS&E** | $ 1,629 | $0 | | $1,629 | $2,038 | -$2,038 | | | | | | | |
| | **R/W Sup** | $ 4 | $0 | | $4 | $0 | $0 | | | | | | | |
| TUOLUMNE RIVER BRIDGE | **Con Sup** | $ 4,151 | $0 | | $4,151 | $3,781 | -$3,781 | 14/15 | 14/15 | 0 | On Time | 1 | 1 | Structure(s) |
| REHAB | **R/W Cap** | $ - | $0 | | $0 | $0 | $0 | | | | | | | |
| | **Con Cap** | $ 19,942 | $20,827 | | -$885 | $18,294 | $2,533 | | | | | | | |
| | **Total** | $ 25,726 | $20,827 | | $4,899 | $24,112 | -$3,285 | | | | | | | |
| **2nd Quarter** | | | | | | | | | | | | | | |
| TRI 299 | **PA&ED** | $ - | $0 | | $0 | $0 | $0 | | | | | | | |
| | **PS&E** | $ - | $0 | | $0 | $0 | $0 | | | | | | | |
| | **R/W Sup** | $ 50 | $0 | | $50 | $134 | -$134 | | | | | | | |
| Big French Catchment | **Con Sup** | $ 1,400 | $0 | | $1,400 | $4,240 | -$4,240 | 16/17 | 16/17 | 0 | On Time | 1 | 1 | Location(s) |
| | **R/W Cap** | $ 10 | $0 | | $10 | $3 | -$3 | | | | | | | |
| | **Con Cap** | $ 41,640 | $4,500 | | $37,140 | $35,224 | -$30,724 | | | | | | | |
| | **Total** | $ 43,100 | $4,500 | | $38,600 | $39,602 | -$35,102 | | | | | | | |
| LA 005 | **PA&ED** | $ 50 | $0 | | $50 | $0 | $0 | | | | | | | |
| | **PS&E** | $ 1,000 | $0 | | $1,000 | $672 | -$672 | | | | | | | |
| | **R/W Sup** | $ 200 | $0 | | $200 | $6 | -$6 | | | | | | | |
| Elyysian Viaduct | **Con Sup** | $ 1,000 | $3,500 | | -$2,500 | $3,646 | -$146 | 14/15 | 14/15 | 0 | On Time | 1 | 1 | Bridge(s) |
| | **R/W Cap** | $ 290 | $0 | | $290 | $0 | $0 | | | | | | | |
| | **Con Cap** | $ 18,978 | $19,382 | | -$404 | $16,908 | $2,474 | | | | | | | |
| | **Total** | $ 21,518 | $22,882 | | -$1,364 | $21,232 | $1,650 | | | | | | | |
| SLO 001 | **PA&ED** | $ 3,570 | $0 | | $3,570 | $3,534 | -$3,534 | | | | | | | |
| | **PS&E** | $ 5,819 | $0 | | $5,819 | $5,940 | -$5,940 | | | | | | | |
| | **R/W Sup** | $ 1,341 | $0 | | $1,341 | $1,223 | -$1,223 | | | | | | | |
| Piedras Blancas Realignment | **Con Sup** | $ 6,270 | $0 | | $6,270 | $6,872 | -$6,872 | 14/15 | 14/15 | 0 | On Time | 1 | 1 | Location(s) |
| | **R/W Cap** | $ 14,170 | $0 | | $14,170 | $13,090 | -$13,090 | | | | | | | |
| | **Con Cap** | $ 23,031 | $20,755 | | $2,276 | $21,826 | -$1,071 | | | | | | | |
| | **Total** | $ 54,201 | $20,755 | | $33,446 | $52,485 | -$31,730 | | | | | | | |

**** Note:*** *SHOPP PAED and PS&E support as well as construction support were not allocated by the Commission until June 2017 and July 2016, respectively. Since there were no allocations prior to these dates, the initial allocated amount is shown as "0" resulting in a negative number in the total Allocated vs Expended Variance.*

**(B1) Caltrans Fiscal Year 2018-19**
**State Highway Operation and Protection**
**Program Project Closeout - Large Projects (Total Project Cost Greater than $50 million or Total SHOPP programmed amount (R/W and/or Construction) of $15 Million or greater)**

| Project Description | Phase | Initial Programmed Amount | Initial Allocated Amount | Supplemental Allocated Amount | Initial Programmed vs Allocated Variance Amount | Expended Amount | Total Allocated vs Expended Variance Amount | Delivery Year | | | | Construction Output | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | Original | Actual | Years Early, Delayed, or On-time | | Original | Actual | Primary Unit |
| | | ($1000) | ($1000) | ($1000) | ($1000) | ($1000) | ($1000) | | | | | | | |
| ORA 405 | **PA&ED** | $ 400 | $0 | | $400 | $412 | -$412 | | | | | | | |
| | **PS&E** | $ 3,000 | $0 | | $3,000 | $3,079 | -$3,079 | | | | | | | |
| | **R/W Sup** | $ 650 | $0 | | $650 | $782 | -$782 | | | | | | | |
| 12-0N540 Rte 405 Red Hill OC | **Con Sup** | $ 2,750 | $0 | | $2,750 | $3,102 | -$3,102 | 14/15 | 14/15 | 0 | On Time | 1 | 1 | Location(s) |
| | **R/W Cap** | $ 5,200 | $0 | | $5,200 | $1,022 | -$1,022 | | | | | | | |
| | **Con Cap** | $ 10,603 | $16,800 | | -$6,197 | $9,668 | $7,132 | | | | | | | |
| | **Total** | $ 22,603 | $16,800 | | $5,803 | $18,064 | -$1,264 | | | | | | | |
| LA 605 | **PA&ED** | $ 165 | $0 | | $165 | $412 | -$412 | | | | | | | |
| | **PS&E** | $ 2,800 | $0 | | $2,800 | $809 | -$809 | | | | | | | |
| | **R/W Sup** | $ 498 | $0 | | $498 | $0 | $0 | | | | | | | |
| COYOTE | **Con Sup** | $ 6,000 | $0 | | $6,000 | $5,837 | -$5,837 | 13/14 | 13/14 | 0 | On Time | 160 | 110 | Lane mile(s) |
| | **R/W Cap** | $ - | $0 | | $0 | $0 | $0 | | | | | | | |
| | **Con Cap** | $ 25,354 | $25,138 | | $216 | $22,559 | $2,579 | | | | | | | |
| | **Total** | $ 34,817 | $25,138 | | $9,679 | $29,618 | -$4,480 | | | | | | | |
| HUM 101 | **PA&ED** | $ 304 | $0 | | $304 | $151 | -$151 | | | | | | | |
| | **PS&E** | $ 432 | $0 | | $432 | $460 | -$460 | | | | | | | |
| | **R/W Sup** | $ 99 | $0 | | $99 | $11 | -$11 | | | | | | | |
| Orick CAPM | **Con Sup** | $ 2,823 | $0 | | $2,823 | $1,459 | -$1,459 | 15/16 | 15/16 | 0 | On Time | 37 | 35.2 | Lane mile(s) |
| | **R/W Cap** | $ - | $0 | | $0 | $0 | $0 | | | | | | | |
| | **Con Cap** | $ 13,333 | $16,566 | | -$3,233 | $12,878 | $3,688 | | | | | | | |
| | **Total** | $ 16,991 | $16,566 | | $425 | $14,960 | $1,606 | | | | | | | |
| **3rd Quarter** | | | | | | | | | | | | | | |
| SBD 015 | **PA&ED** | $ 2,468 | $0 | | $2,468 | $642 | -$642 | | | | | | | |
| | **PS&E** | $ 14,480 | $0 | | $14,480 | $2,657 | -$2,657 | | | | | | | |
| | **R/W Sup** | $ 1,646 | $0 | | $1,646 | $1 | -$1 | | | | | | | |
| SBd 15 Cajon Pass Rehab | **Con Sup** | $ 24,475 | $10,972 | | $13,503 | $8,998 | $1,974 | 15/16 | 12/13 | 3 | Early | 126.5 | 126.5 | Lane mile(s) |
| | **R/W Cap** | $ - | $0 | | $0 | $0 | $0 | | | | | | | |
| | **Con Cap** | $ 122,397 | $158,000 | | -$35,603 | $120,256 | $37,744 | | | | | | | |
| | **Total** | $ 165,466 | $168,972 | | -$3,506 | $132,554 | $36,418 | | | | | | | |
| LA 710 | **PA&ED** | $ 5,500 | $0 | | $5,500 | $3,193 | -$3,193 | | | | | | | |
| | **PS&E** | $ 14,700 | $0 | | $14,700 | $16,066 | -$16,066 | | | | | | | |
| | **R/W Sup** | $ 200 | $0 | | $200 | $397 | -$397 | | | | | | | |
| LA-710 Rehab Phase 1 | **Con Sup** | $ 10,800 | $0 | | $10,800 | $42,201 | -$42,201 | 10/11 | 10/11 | 0 | On Time | 64 | 57.3 | Lane mile(s) |
| | **R/W Cap** | $ 3,000 | $0 | | $3,000 | $1,957 | -$1,957 | | | | | | | |
| | **Con Cap** | $ 131,384 | $190,222 | | -$58,838 | $111,161 | $79,061 | | | | | | | |
| | **Total** | $ 165,584 | $190,222 | | -$24,638 | $174,975 | $15,247 | | | | | | | |
| SBD 040 | **PA&ED** | $ 1,537 | $0 | | $1,537 | $1,512 | -$1,512 | | | | | | | |
| | **PS&E** | $ 2,157 | $0 | | $2,157 | $1,684 | -$1,684 | | | | | | | |
| | **R/W Sup** | $ 183 | $0 | | $183 | $147 | -$147 | | | | | | | |
| SBD 40 REGRADE MEDIAN | **Con Sup** | $ 3,170 | $0 | | $3,170 | $2,676 | -$2,676 | 15/16 | 15/16 | 0 | On Time | 75 | 75 | Collision(s) reduced |
| CROSS SLOPE (NEAR BARSTOW) | **R/W Cap** | $ 2,100 | $0 | | $2,100 | $95 | -$95 | | | | | | | |
| | **Con Cap** | $ 15,720 | $17,815 | | -$2,095 | $15,053 | $2,762 | | | | | | | |
| | **Total** | $ 24,867 | $17,815 | | $7,052 | $21,167 | -$3,352 | | | | | | | |

***Note**: SHOPP PAED and PS&E support as well as construction support were not allocated by the Commission until June 2017 and July 2016, respectively. Since there were no allocations prior to these dates, the initial allocated amount is shown as "0" resulting in a negative number in the total Allocated vs Expended Variance.*

**(B1) Caltrans Fiscal Year 2018-19**
**State Highway Operation and Protection**
**Program Project Closeout - Large Projects (Total Project Cost Greater than $50 million or Total SHOPP programmed amount (R/W and/or Construction) of $15 Million or greater)**

| Project Description | Phase | Initial Programmed Amount ($1000) | Initial Allocated Amount ($1000) | Supplemental Allocated Amount ($1000) | Initial Programmed vs Allocated Variance Amount ($1000) | Expended Amount ($1000) | Total Allocated vs Expended Variance Amount ($1000) | Delivery Year Original | Delivery Year Actual | Delivery Year Years Early, Delayed, or On-time | | Construction Output Original | Construction Output Actual | Construction Output Primary Unit |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SD 008 | **PA&ED** | $ - | $0 | | $0 | $0 | $0 | | | | | | | |
| | **PS&E** | $ 1,615 | $0 | | $1,615 | $2,195 | -$2,195 | | | | | | | |
| | **R/W Sup** | $ 2 | $0 | | $2 | $0 | $0 | | | | | | | |
| 11-41350 SD I-8 JOHNSON AVE | **Con Sup** | $ 2,697 | $0 | | $2,697 | $2,994 | -$2,994 | 17/18 | 15/16 | 2 | Early | 12.6 | 30 | Lane mile(s) |
| TO LK JENNINGS PARK | **R/W Cap** | $ - | $0 | | $0 | $0 | $0 | | | | | | | |
| | **Con Cap** | $ 13,251 | $12,354 | | $897 | $13,106 | -$752 | | | | | | | |
| | **Total** | $ 17,565 | $12,354 | | $5,211 | $18,295 | -$5,941 | | | | | | | |
| ALA 580 | **PA&ED** | $ 5 | $0 | | $5 | $0 | $0 | | | | | | | |
| | **PS&E** | $ 2,800 | $0 | | $2,800 | $3,535 | -$3,535 | | | | | | | |
| | **R/W Sup** | $ 250 | $0 | | $250 | $106 | -$106 | | | | | | | |
| Distribution Structure Painting | **Con Sup** | $ 3,000 | $0 | | $3,000 | $2,367 | -$2,367 | 14/15 | 14/15 | 0 | On Time | 2 | 2 | Bridge(s) |
| Project | **R/W Cap** | $ 800 | $0 | | $800 | $144 | -$144 | | | | | | | |
| | **Con Cap** | $ 14,710 | $15,520 | | -$810 | $13,870 | $1,650 | | | | | | | |
| | **Total** | $ 21,565 | $15,520 | | $6,045 | $20,022 | -$4,502 | | | | | | | |

**** Note:*** *SHOPP PAED and PS&E support as well as construction support were not allocated by the Commission until June 2017 and July 2016, respectively. Since there were no allocations prior to these dates, the initial allocated amount is shown as "0" resulting in a negative number in the total Allocated vs Expended Variance.*

## (B2) Caltrans Fiscal Year 2018-19
## State Highway Operation and Protection
## Program Project Closeout - Small Projects (Total Project Cost Less than $50 million and Total SHOPP programmed amount (R/W and/or Construction) of $15 Million or less)

**Quarterly Aggregated Report for Projects that Complete Construction:** **FY 18/19 - Q3**
**Number of Projects in this Aggregated Summary:** **183**

| Phase | Fund-Type | Initial Programmed Amount ($1000) | Initial Allocated Amount ($1000) | Supplemental Allocated Amount ($1000) | Initial Programmed vs Allocated Variance Amount ($1000) | Expended Amount ($1000) | Total Allocated vs Expended Variance Amount * ($1000) |
|---|---|---|---|---|---|---|---|
| PA&ED Support | SHOPP | $36,605 | $963 | $0 | $35,642 | $35,873 | -$34,910 |
| | Other | | | | $0 | | $0 |
| | Total | $36,605 | $963 | $0 | $35,642 | $35,873 | -$34,910 |
| PS&E Support | SHOPP | $109,085 | $29,299 | $0 | $79,786 | $102,142 | -$72,843 |
| | Other | | | | $0 | | $0 |
| | Total | $109,085 | $29,299 | $0 | $79,786 | $102,142 | -$72,843 |
| Right of Way Support | SHOPP | $15,231 | $3,167 | $0 | $12,064 | $8,794 | -$5,627 |
| | Other | | | | $0 | | $0 |
| | Total | $15,231 | $3,167 | $0 | $12,064 | $8,794 | -$5,627 |
| Construction Support | SHOPP | $136,724 | $19,587 | $0 | $117,137 | $121,803 | -$102,216 |
| | Other | | | | $0 | | $0 |
| | Total | $136,724 | $19,587 | $0 | $117,137 | $121,803 | -$102,216 |
| Right of Way Capital | SHOPP | $17,136 | $0 | $0 | $17,136 | $4,338 | -$4,338 |
| | Other | | | | $0 | | $0 |
| | Total | $17,136 | $0 | $0 | $17,136 | $4,338 | -$4,338 |
| Construction Capital | SHOPP | $511,647 | $483,946 | $166 | $27,535 | $449,969 | $34,143 |
| | Other | | | | $0 | | $0 |
| | Total | $511,647 | $483,946 | $166 | $27,535 | $449,969 | $34,143 |
| Total | SHOPP | $826,428 | $536,962 | $166 | $289,300 | $722,918 | -$185,790 |
| | Other | | | | $0 | | $0 |
| | Total | $826,428 | $536,962 | $166 | $289,300 | $722,918 | -$185,790 |

** **Note:** SHOPP PAED and PS&E support as well as construction support were not allocated by the Commission until June 2017 and July 2016, respectively. Since there were no allocations prior to these dates, the initial allocated amount is shown as "0" resulting in a negative number in the total Allocated vs Expended Variance.*

# (C) Caltrans Fiscal Year 2018-19, Third Quarter
# Capital Outlay Support and Construction Capital G-12 Request Summary

## Summary of G-12 funding requests for the Capital Outlay Support program through the end of Q3, FY 2018-19.

| Month | SHOPP | | STIP | | Total | |
|---|---|---|---|---|---|---|
| | No. of Projects | G-12 Amount ($1,000's) | No. of Projects | Increase ($1,000's) | No. of Projects | G-12 Amount ($1,000's) |
| July | 24 | $ 3,622 | 0 | $ - | 24 | $ 3,622 |
| August | 46 | $ 7,256 | 1 | $ 50 | 47 | $ 7,306 |
| September | 25 | $ 4,502 | 2 | $ 500 | 27 | $ 5,002 |
| October | 43 | $ 8,018 | 1 | $ 150 | 44 | $ 8,168 |
| November | 21 | $ 5,344 | 0 | $ - | 21 | $ 5,344 |
| December | 24 | $ 4,492 | 1 | $ 1,250 | 25 | $ 5,742 |
| January | 36 | $ 7,414 | 0 | $ - | 36 | $ 7,414 |
| February | 32 | $ 5,816 | 2 | $ 1,000 | 34 | $ 6,816 |
| March | 32 | $ 6,685 | 0 | $ - | 32 | $ 6,685 |
| **G-12 Year-to-Date** | **283** | **$ 53,149** | **7** | **$ 2,950** | **290** | **$ 56,099** |

## Summary of G-12 funding requests for Construction through the end of Q3, FY 2018-19.

| Month | SHOPP | | STIP | | Total | |
|---|---|---|---|---|---|---|
| | No. of Projects | Net Adjustments ($1,000's)[1] | No. of Projects | Net Adjustments ($1,000's)[1] | No. of Projects | Increase ($1,000's) |
| July | 28 | $ (5,164) | 0 | $ - | 28 | $ (5,164) |
| August | 27 | $ (6,968) | 1 | $ 561 | 28 | $ (6,407) |
| September | 30 | $ (339) | 0 | $ - | 30 | $ (339) |
| October | 55 | $ (16,894) | 1 | $ (3) | 56 | $ (16,897) |
| November | 52 | $ (23,021) | 0 | $ - | 52 | $ (23,021) |
| December | 38 | $ (3,155) | 1 | $ 391 | 39 | $ (2,764) |
| January | 29 | $ (20,338) | 1 | $ (10) | 30 | $ (20,348) |
| February | 21 | $ (10,783) | 0 | $ - | 21 | $ (10,783) |
| March | 27 | $ (15,632) | 1 | $ (6) | 28 | $ (15,638) |
| **G-12 Year-to-Date** | **307** | **$ (102,294)** | **5** | **$ 933** | **312** | **$ (101,361)** |

[1] Net Adjustments include the decrease (savings) for the unused portion of the allocated funds and increase of the allocated funds to projects as defined within the scope of the G-12 resolution. Net Adjustments do not include project closeout savings.

## (D) Watch List: Third Quarter Retired Risks

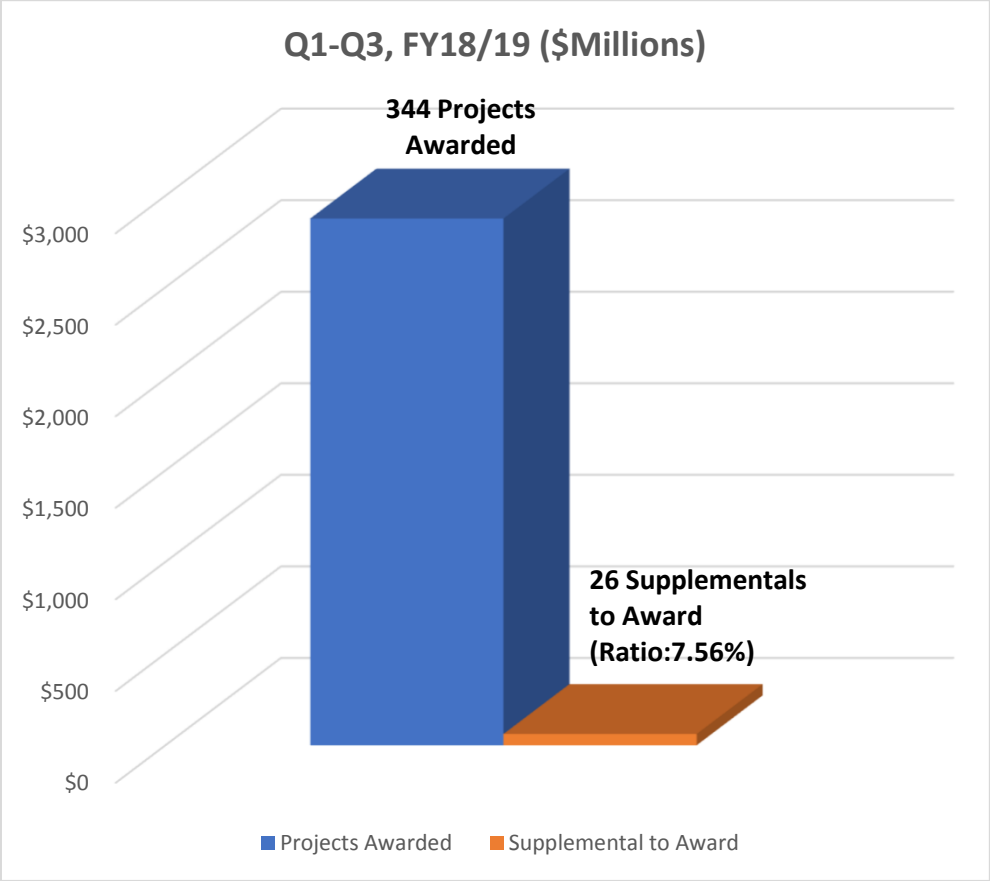
| County | Route | Description | Program | Programed Budget ($1,000s) | Risk Component | Risk Trend | Risk Description |
|---|---|---|---|---|---|---|---|
| **Pre-Construction-Delivery Year Delays Risks** | | | | | | | |
| VAR | 005 | Sims Crag Combine | SHOPP | 28,085 | Fiscal Year Delivery | Retired | Right of Way Cert was achieved on February 22, 2019. Risk mitigated. |
| SCL | 280 | SCL, 280, Seismic Restoration | SHOPP | 5,569 | Fiscal Year Delivery | Retired | Achieved PAED in July 2018. |
| HUM | 101 | HUM-101 Strengthen 3 Bridges | SHOPP | 10,109 | Fiscal Year Delivery | Retired | Right of Way Cert was achieved on May 1, 2019. Risk mitigated. |
| MER | 152 | DRAINAGE RESTORATION | SHOPP | 1,768 | Fiscal Year Delivery | Retired | Project was delivered in May 2019. |
| SAC | 005 | Elkhorn SRRA Upgrades | SHOPP | 4,614 | Fiscal Year Delivery | Retired | Project was delivered in January 2019. |
| COL | 005 | Maxwell SRRA | SHOPP | 5,616 | Fiscal Year Delivery | Retired | Project was delivered in January 2019. |
| RIV | 010 | RIV 10 REHAB SUBSTRUCTURE | SHOPP | 17,325 | Fiscal Year Delivery | Retired | Achieved PAED in June 2018. |
| LAK | 020 | LAKE 20 SHOULDERS | SHOPP | 7,675 | Fiscal Year Delivery | Retired | Achieved PAED in January 2019. |
| BUT | 070 | BUT 70 Four Lane Widening (Seg 1 STIP) | STIP | 27,700 | Fiscal Year Delivery | Retired | Project was delivered in February 2019. |
| BUT | 070 | Ophir Palermo Safety, (Seg 1 SHOPP) | SHOPP | 32,720 | Fiscal Year Delivery | Retired | Project delivered in February 2019. |
| SUT | 020 | Sutter Bypass Widening & Rehab | SHOPP | 30,765 | Fiscal Year Delivery | Retired | Project was delivered in January 2019. |
| **Pre-Construction-Supplementals to Award** | | | | | | | |
| PLU | 070 | Curve Improvement | SHOPP | 2,076 | Construction Capital | Retired | The supplemental to award was approved at the December 2018 CTC Meeting. |
| SIS | VAR | 263 Klamath River Bridge | SHOPP | 15,359 | Construction Capital | Retired | The supplemental to award was approved at the November 2018 CTC Meeting. |
| SB | 001 | SALSIPUEDES CREEK BRIDGE SCOUR MITIGATION | SHOPP | 6,500 | Construction Capital | Retired | Awarded. |

| County | Route | Description | Program | Programed Budget ($1,000s) | Risk Component | Risk Trend | Risk Description |
|---|---|---|---|---|---|---|---|
| VAR | VAR | Pave Chain Control Areas Various Locations | SHOPP | 7,400 | Construction Capital | Retired | The supplemental to award was approved at the November 2018 CTC Meeting. |
| SIS | 096 | 96 Culverts | SHOPP | 1,974 | Construction Capital | Retired | The supplemental to award was approved at the December 2018 CTC Meeting. |
| YOL | 275 | Yol-275 Tower Br Fender Replc | SHOPP | 10,710 | Construction Capital | Retired | Awarded. |
| **Pre-Construction-Greater Than 120%** | | | | | | | |
| RIV | 010 | RIV 10 REHAB SUBSTRUCTURE | SHOPP | 12,399 | Construction Capital | Retired | Resolved, can operate within the programmed amount and G-12; no additional Con Cap is needed. |
| KER | 223 | Derby Street Signalization | SHOPP | 1,396 | Construction Capital | Retired | Resolved, can operate within the programmed amount and G-12; no additional Con Cap is needed. |
| LA | 005 | Drainage Rehabilitation | SHOPP | 1,384 | Construction Capital | Retired | Greater Than 120% action was approved at the January 2019 CTC Meeting. |
| MNO | 395 | Aspen Fales Shoulders | SHOPP | 7,352 | Construction Capital | Retired | Resolved, can operate within the programmed amount and G-12. |
| SCR | 001 | SCR-1 CAPM | SHOPP | 14,952 | Construction Capital | Retired | Resolved, can operate within the programmed amount and G-12. |
| SUT | 020 | Sutter Bypass Widening & Rehab | SHOPP | 21,614 | Construction Capital | Retired | Project was delivered in January 2019. |
| NAP | 128 | Capell Creek Bridge Replacement | SHOPP | 2,600 | Construction Support | Retired | Awarded. |
| NAP | 128 | Capell Creek Bridge Replacement | SHOPP | 12,710 | Construction Capital | Retired | Awarded. |
| **Pre-Construction-COS Supplementals** | | | | | | | |
| SBD | 015 | SBD 15 CONSTRUCT NEW SB WEIGH STA & TRUCK INSP FAC | SHOPP | 286 | PA&ED | Retired | Resolved, can operate within the programmed amount and G-12. |
| FRE | 033 | Firebaugh ADA | SHOPP | 240 | Right of Way Support | Retired | Resolved, can operate within the programmed amount and G-12. |
| **During Construction-Supplementals to Complete Construction** | | | | | | | |
| SOL | 080 | ICP | SHOPP | 10,793 | Construction Support | Retired | Resolved, achieved CCA in November 2018. |

| County | Route | Description | Program | Programed Budget ($1,000s) | Risk Component | Risk Trend | Risk Description |
|---|---|---|---|---|---|---|---|
| TUO | VAR | TUO & MPA TREE PRUNNING | SHOPP | 1,750 | Construction Support | Retired | Resolved, can operate within the programmed amount and G-12. |
| SIS | VAR | 263 Klamath River Bridge | SHOPP | 19,959 | Construction Capital | Retired | Resolved, can operate within the programmed amount and G-12; no additional Con Cap is needed. |
| SOL | 080 | ICP | SHOPP | 55,247 | Construction Capital | Retired | Resolved, achieved CCA in November 2018. |
| VAR | VAR | Bishop ADA | SHOPP | 840 | Construction Support | Retired | Resolved, CCA completed in October 2018. |
| VAR | VAR | Bishop ADA | SHOPP | 3,270 | Construction Capital | Retired | Resolved, CCA completed in October 2018. |
| ALA | 080 | 01410_SF 80 MC Phase 2 - SFOBB WAREHOUSE | SHOPP | 16,500 | Construction Capital | Retired | Resolved, CTC Action in December 2018. |
| **During Construction-Partnership Projects-Supplementals to Complete Construction** | | | | | | | |
| SF | 101 | Presidio Parkway P3 | SHOPP | 966,500 | Construction Capital | Retired | Resolved, CTC Action in January 2019. |
| SF | 101 | Presidio Parkway P3 | SHOPP | 37,392 | Construction Support | Retired | Resolved, CTC Action in December 2018. |

## (E) Projects Awarded vs Supplemental to Award

| Projects Awarded[1] (Millions) | Supplemental to Award[2] (Millions) | Ratio |
|---|---|---|
| $2,876.03 | $61.47 | 2.14% |

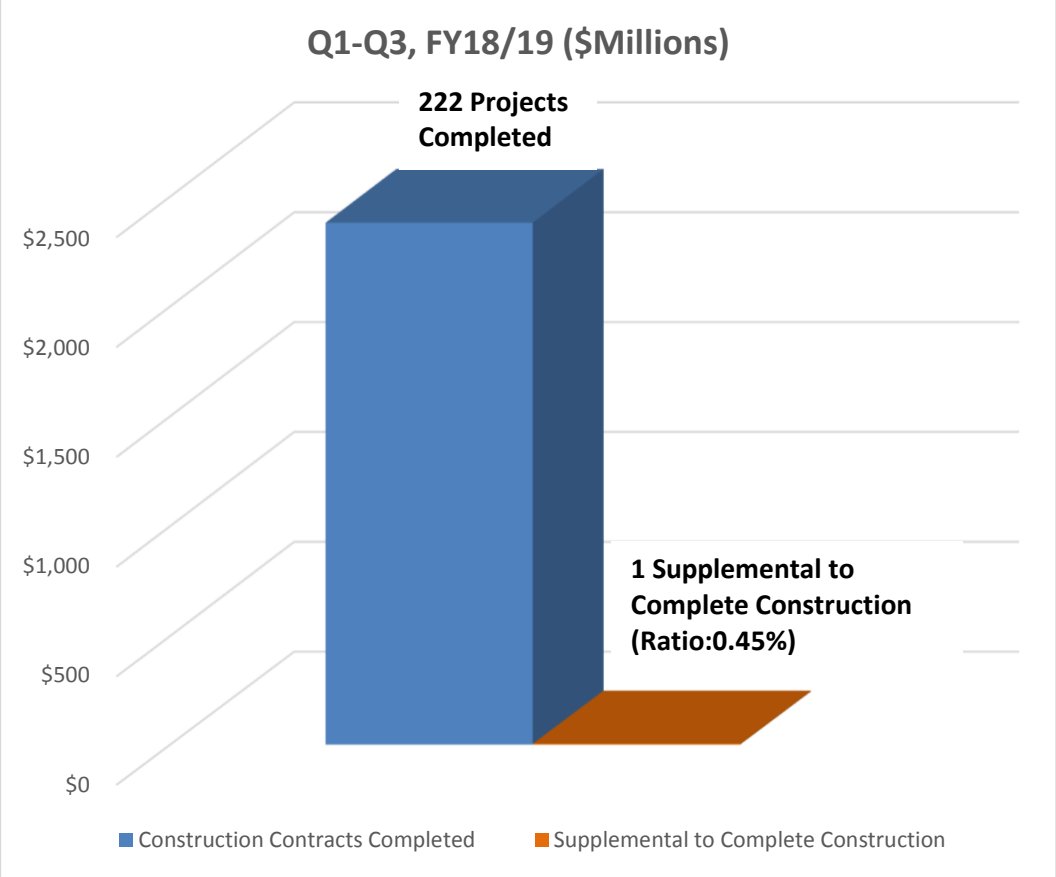



[1] The Contract Alloatments of the Statewide Delivery Plan Projects Awarded during Q1 through Q3, FY18/19. Excludes None-Conventional and/or Special Funded Pilot Projects (CMGC, Design Built,…).

[2]Supplemental to Award for the Projects. The CTC actions occurred in Jan 2018, Mar 2018, May 2018, Aug 2018, Oct 2018, Dec 2018, and Jan 2019.

## (F) Construction Contracts Completed vs Supplemental to Complete Construction

| Construction Contracts Completed[1] (Millions) | Supplemental to Complete Construction[2] (Millions) | Ratio |
|---|---|---|
| $2,380.83 | $4.32 | 0.18% |




[1] Appendix A and B, SHOPP and STIP projects. The Actual Total Cost of Completed Construction Contracts, Q1 through Q3, 18/19 FY. Construction costs are calculated 6 months after the end of construction.

[2] Supplemental to Complete Construction Contract for the Projects. CTC Action Item: June 2016; Project 02-3E410.

State of California
**DEPARTMENT OF TRANSPORTATION**

California State Transportation Agency

# MEMORANDUM

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

**CTC Meeting**: June 26-27, 2019

**From**: STEVEN KECK, Chief Financial Officer

**Reference Number**: 2.5d.(1), Action Item

**Prepared By**: Tim Gubbins,
District 05 – Director

**Subject**: **ALLOCATION FOR PROJECT WITH COSTS THAT EXCEED THE PROGRAMMED AMOUNT BY MORE THAN 20 PERCENT (PPNO 05-0482Y/EA 05-44821 – SANTA BARBARA COUNTY – US HIGHWAY 101) RESOLUTION FP-18-77**

## ISSUE:

Should the California Transportation Commission (Commission) approve the California Department of Transportation's (Department) allocation request for $3,476,000 for the State Transportation Improvement Program (STIP) Mitigation Highway Planting project (PPNO 0482Y) on United States (US) Highway 101 in Santa Barbara County?

## RECOMMENDATION:

The Department recommends that the Commission approve an allocation of $2,563,000 in Construction Capital and $913,000 in Construction Support for the STIP Mitigation Highway Planting project (PPNO 0482Y) on US Highway 101 in Santa Barbara County.

## PROJECT DESCRIPTION:

This project is located on US Highway 101, in Santa Barbara County near Carpinteria, from 0.2 mile south of Carpinteria Creek Bridge to Franklin Creek Bridge. This STIP Mitigation Highway Planting project will provide mitigation planting for a parent project on US Highway 101 that is currently in construction (EA 05-4482U).

## FUNDING AND CONTRACT STATUS:

The US Highway 101 Linden Casitas Pass Project (EA 05-4482U) "Parent" project is a mix of local circulation improvements and key bridge replacements that will prepare US Highway 101 for future widening. The roadway extensions, bike lanes, and sidewalk improvements will make it easier for residents to use local streets for "in-town" trips. The longer overcrossings, new bridges, and safer on and off-ramp connections are in preparation for the future addition of a carpool lane on US Highway 101. The total project cost for construction was approximately $60,000,000, which was funded from the Santa Barbara County Association of Governments (SBCAG) STIP Regional Improvement Program (RIP) funds. This Parent project began construction in Summer of 2016.

The STIP Mitigation Highway Planting project EA 05-44821(Child) was programmed in the 2016 STIP, by the Commission, when the Parent project was approved for construction in January 2016. This Child project was programmed at that time for $1,910,000 in Construction Capital and $650,000 for Construction Support in Fiscal Year 2019-20. The most recent Engineer's Estimate (EE) for the Child project was certified on April 22, 2019, and the required funds now needed to deliver this project are $2,563,000 in Construction Capital, and $913,000 in Construction Support, for a total of $3,476,000.

The requested $3,476,000 for this Child project will come from SBCAG's future STIP RIP funds and are necessary for the continuation of construction for the Parent project, per the various project permits.

## REASON(S) FOR COST INCREASE:

### Construction Capital Increase

As is common practice with large STIP projects, mitigation planting is split off from the Parent into a Child project. As such, project development of the child project generally coincides with the completion of the Parent project. In this case, the Parent project construction is expected to be complete in June 2020.

The Parent project encountered a significant amount of changes during the final negotiating phase of the project coastal permitting process. The sensitive nature of the mitigation required a lot of stakeholder involvement very late in the Parent project PS&E phase. There were unique coastal development permits and a local coastal program amendment to negotiate, several sensitive resources present in Carpinteria Creek with enhanced maintenance requirements to analyze, and higher than anticipated planting, aesthetic details and increased and enhanced mitigation requirements to incorporate. In addition, the Department, based on local concerns, accommodated minor pedestrian and streetscape elements such as trees and grates required by the local design boards to match newly constructed local streets with the existing downtown character. These negotiations and permit conditions were ratified by the City of Carpinteria on November 23, 2015, with final ratification by the Coastal Commission on December 17, 2015.

The Parent project design was completed concurrently with the final permits and subsequently approved by the Commission in January 2016 for construction with a preliminary budget for the Child project. The Child project was in conceptual form only at this time (as per the Department's current practice) and while conceptually updated to reflect permit conditions, only preliminary estimates from the conceptual drawings were included in the EE for the Parent project.

PS&E for the Child project began in January 2018 using this preliminary information, and the Department began to generate workplans for design, construction support and construction capital. Per the requirements of the advertised contract for the Parent project, the Department needed to coordinate the start of work of the Child project to coincide with delivering it to construction when the Parent completes construction in June 2020.

The Child project PS&E was completed in January 2019, however, the preliminary project budget was significantly undervalued upon commencement of project design and constitutes the reason for the cost increase. Material prices have also increased over the last three years since the Child project was programmed. It was possible that there was an opportunity to do an amendment to the 2018 STIP. The State Statutes governing an amendment to the STIP require a two-meeting action by the Commission. Although there were significant discussions between SBCAG and the Department, Santa Barbara County had no current-year RIP funds available so there was no resolution on how to move forward with a STIP amendment without impacting funding on current projects on the US Highway 101 corridor.

SBCAG has committed $110,000,000 in measure and RIP funds to this US Highway 101 corridor project to align with a Senate Bill 1 (SB 1)Trade Corridor Enhancement Program (TCEP)/Solutions for Congested Corridors Program (SCCP)/Local Partnership Program (LPP) multimodal 101 HOV corridor project scheduled for FY 19-20 and FY 20-21. It has been determined that coming in for this request, at this time, would allow this Child project to move forward, not impact the SB1 project, debit future RIP shares and meet the mitigation requirements throughout the corridor.

**Construction Support Increase**

There is an increase in the cost for Construction Support as a result of the issues described above for the construction capital increase. The original work plan was established based on similar project costs in the area in 2015. Because of the time of the initial programming in 2015 and the finalization of the Engineer's Estimate in early 2019, support costs have increased. Again, no amendment to the 2018 STIP was pursued because it was determined that this request at this time would allow this Child project to move forward, not impact the SB1 project, debit future RIP shares and meet the mitigation requirements throughout the corridor.

**CONSEQUENCES:**

The Department considered minimizing scope of work on this project but determined that even the slightest scope changes would result in non-compliance with the required conditions set forth by various permits issued by the local stakeholders and state and federal resource agencies.

The Department and SBCAG will be investing about $850,000,000 on US Highway 101 in Santa Barbara County through the Senate Bill (SB) 1 competitive and formula programs and local measure funds. The facility is the main artery serving the north-south coastal transportation for regional, interregional, commute, commercial, agricultural, and recreational traffic.

If this allocation request for $3,476,000 is not approved, this STIP Mitigation Highway Planting project will not be completed as planned, the Parent project will not be in compliance with the required permits, and the SB 1 multimodal Corridor improvement project will be impacted.

**FINANCIAL RESOLUTION:**

Resolved, that $2,563,000 be allocated from the Budget Act of 2018, Budget Act Item 2660-301-0042 and $913,000 from Non-Budget Act Items 2660-001-0042 to provide funds to advertise the STIP Mitigation project on US Highway 101 in Santa Barbara County.

Attachment

**2.5 Highway Financial Matters**

## 2.5d.(1) Allocations for Projects with Cost Increase Greater than 20 Percent — Resolution FP-18-77

| Project Number | Allocation Amount | Dist-Co-Rte Postmile | EA Project ID | Location/Description | Construction | Construction Engineering |
|---|---|---|---|---|---|---|
| 1 | $3,476,000 | 05-Santa Barbara-101 2.2/3.3 | 44821 0516000043 | On Route 101 in Santa Barbara County in Carpinteria from 0.2 mile south of Carpinteria Creek Bridge to 0.3 mile north of Linden Avenue Overcrossing. Mitigation Planting. | $2,563,000 | $913,000 |

State of California
**DEPARTMENT OF TRANSPORTATION**

California State Transportation Agency

# MEMORANDUM Tab 81

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

**CTC Meeting**: June 26-27, 2019

**From**: STEVEN KECK, Chief Financial Officer

**Reference Number**: 2.5d.(2), Action Item – ***REPLACEMENT ITEM***

**Prepared By**: John Bulinski,
District 07 – Director

**Subject**: **ALLOCATION FOR PROJECT WITH COSTS THAT EXCEED THE PROGRAMMED AMOUNT BY MORE THAN 20 PERCENT (PPNO 07-4903/EA 07-31690 – LOS ANGELES COUNTY – STATE ROUTE 1) RESOLUTION FP-18-78**

## ISSUE:

Should the California Transportation Commission (Commission) approve the California Department of Transportation's (Department) allocation request for $11,502,000 for the State Highway Operation and Protection Program (SHOPP) Safety Signs and Lighting project (PPNO 4903) on State Route (SR) 1, and Interstate (I-10) 10, in Los Angeles County?

## RECOMMENDATION:

The Department recommends that the Commission approve the requested allocation for this SHOPP project.

## PROJECT DESCRIPTION:

This project will enhance the original tunnel lighting and paint the interior of the McClure Tunnel, which is located along SR 1 in Los Angeles County, for better visibility and improved safety to the traveling public. The 385 foot-long and approximately 56-foot-wide tunnel was built in 1935 and is currently in need of necessary safety improvements, including the installation of a Dynamic Message Sign (DMS), which is part of Queue Warning System. Additional safety improvement elements include installing a Maintenance Vehicle Pullout (MVP), High Friction Surface Treatment (HFST), and guard-rail upgrade. The project will also include fiber-optic connection to the Traffic Management Center (TMC), and development of proprietary software.

**FUNDING AND PROGRAMMING STATUS:**

The project was programmed in the 2018 SHOPP for $5,180,000 in Construction Capital and $1,903,000 in Construction Support for delivery in Fiscal Year 2018-19. The project's Plans, Specifications and Estimate (PS&E) phase, and an updated Engineer's Estimate (EE) were completed in March 2019, and the project was Ready to List (RTL) in March 2019. The updated cost of the project is $8,465,000 for Construction Capital. The cost of Construction Engineering is estimated to be $3,037,000. Therefore, the Department is requesting an allocation that exceeds the programmed funds by more than 20 percent.

**REASON(S) FOR COST INCREASE:**

In June 2017, the Department completed the Project Approval and Environmental Document (PA&ED) for the replacement of the tunnel sodium vapor lighting system, placement of a dynamic message sign, repainting and other necessary safety improvements including placement of high friction pavement surfaces and guard rail replacement to current standards. Based on planning level studies completed during the PA&ED phase, the estimated cost of this work was reviewed, updated and reflected in the March 2018 Commission-adopted 2018 SHOPP.

After Commission-adoption of the 2018 SHOPP and during the project design phase, the Department implemented a new tunnel lighting standard, based on standards adopted by the Illuminating Engineers Society of North America. This change directs the spacing and brightness of lights and automatic dim control capabilities based on the flow of traffic and time of day. The purpose of this change is to enhance visibility and driver response time while transiting through the tunnel. Implementation of the new standard changed the number and the cost of lighting fixtures in the tunnel. This cost associated with the upgrade to the new lighting standard was not factored into the cost presented in the 2018 SHOPP.

The overall project cost increase to deliver the updated project scope is $4,419,000, which includes a $3,285,000 for Construction Capital cost increase, and a $1,134,00 for Construction Support cost increase.

**Construction Capital Cost Increase**

To conform with the new illumination standards, the Department must use advanced technology lighting fixtures, conduits, and electrical boxes, at a higher cost than the normally used standard electrical items. A large portion of the overall project cost increase is attributed to the cost of lighting fixtures, conduits, and electrical boxes that had to be upgraded from what was originally planned. Based on the new national illumination standard, the brightness and spacing of lights were changed as determined by traffic flow and tunnel length, which increased the number and the cost of lighting fixtures. As a result, all lighting material quantities were under estimated in the programmed project cost estimate.

Furthermore, this tunnel is very close to the ocean and the use of corrosion resistant hardware is required. The additional cost of corrosion protection and corrosion-resistant hardware for the electrical and structural items was not include in the cost estimates development during the initial Planning and PA&ED phases. However, upon field inspection of the tunnel's existing electrical and structural hardware during the design phase, the importance of corrosion protection and corrosion resistance became clear.

Finally, to enhance driver safety and provide current information, a large cantilever overhead Dynamic Message Sign, along with a widened paved area and a retaining wall to provide for safe maintenance personnel access to the sign and controls, are included in the final scope of work. Additional cost was encountered in the connection of this sign with fiber optic cabling to the Traffic Management Center (TMC). This cost was not included in the earlier cost estimates.

The Department has exercised all feasible measures to minimize costs in carrying out work related to this project and has determined that all elements contained in the project provide significant benefits to the public. In addition, the Department has received input and support from local stakeholders and elected officials on the final design and safety features contained in the final project.

The Department has determined that the additional funds requested are in the best interest of the State to avoid delays in implementing this SHOPP Signs and Lighting project, which is consistent with the Commission-adopted goals and objectives of the Transportation Asset Management Plan.

Upon approval of this additional funding over the programmed amount, the Department is required to formally update the project in the federal programming document. Therefore, the Department is requesting an additional two months, beyond the allowable 6 months, to award the contract.

**Construction Support Cost Increase**

In 2017, the District revised the programmed scope, cost and schedule of the project based on the increasing scope of work for the tunnel to conform to the new lighting standards. Additional specialty inspection will be needed for the new lighting fixture, corrosion-proof conduits, electrical boxes, longer fiber optic cables, controls from the DMS to the remote TMC hubs, and the new MVP and adjacent retaining wall.

The location of the project limits the traffic detours and most of the work will be performed at night time. Also, due to the constraints in the tunnel (two lanes in each direction) there will be additional traffic handling and traffic control systems that will need to be added and utilized.

The support cost for night-time work and Traffic Control were not correctly estimated in the original estimate. A service contract will be part of the support cost to develop the software that controls the DMS with the TMC Legacy System. Since the software used to operate the proposed DMS has not yet been developed when it is first installed, additional testing and modification will likely be required. District staff support will also be engaged in procuring, developing and testing the software.

In addition, additional support is required for coordination with the City of Santa Monica for an excavation permit required for access to a proposed controller box.

Therefore, an additional amount of $1,134,000 will be needed to adequately administer and deliver the project contract within its planned completion date.

**CONSEQUENCES:**

The Department has determined that if this allocation request for $11,502,000 is not approved, the Department will not be able to advertise this SHOPP Bridge Preservation project and construction will be delayed. This would also significantly delay implementing the proposed safety elements of this project into a future programming cycle.

**FINANCIAL RESOLUTION:**

Resolved, that $8,465,000 in Construction Capital be allocated from the Budget Act of 2018, Budget Act Items 2660-302-0042 and 2660-302-0890, and $3,037,000 from Non-Budget Act Items 2660-001-0042 and 2660-001-0890, to provide funds to advertise the project.

Attachment

## 2.5 Highway Financial Matters

| Project # / Allocation Amount / Recipient / RTPA/CTC / County / Dist-Co-Rte / Postmile | Project Title / Location / Project Description / Project Support Expenditures | PPNO / Program/Year / Phase / Prgm'd Amount / Project ID / Adv Phase / EA | Budget Year / Item # Fund Type / Program Code | Amount by Fund Type |
|---|---|---|---|---|
| **2.5d.(1)** | **Allocations for Projects with Cost Increase Greater than 20 Percent** | | | **Resolution FP-18-77** |
| 1<br>$3,476,000<br><br>Department of Transportation<br>SBCAG<br>Santa Barbara<br>05-SB-101<br>2.2/3.3 | Casitas Pass & Linden Avenue Interchanges Mitigation Planting. On Route 101 in Santa Barbara County in Carpinteria from 0.2 mile south of Carpinteria Creek Bridge to 0.3 mile north of Linden Avenue Overcrossing. Mitigation Planting.<br><br>Outputs/Outcomes — Unit — Total<br>Highway planting — Acres — 12<br><br>Final Project Development : N/A<br><br>Final Right of Way : N/A<br><br>(CON ENG increase of $263,000 to come from Santa Barbara County regional shares.)<br><br>(CONST increase of $653,000 to come from Santa Barbara County regional shares.)<br><br>(CEQA - EIR, 01/07/2019.)<br>(NEPA - FONSI, 01/7/2019)<br><br>(Future consideration of funding approved under Resolution E -10-90; November 2010.) | 05-0482Y<br>RIP/19-20<br>CON ENG<br>~~$650,000~~<br>**$913,000**<br>CONST<br>~~$1,910,000~~<br>**$2,563,000**<br>0516000043<br>3,4<br>44821 | 001-0042 SHA<br>20.10.075.600<br><br>2018-19<br>301-0042 SHA<br>20.20.075.600 | $913,000<br><br>$2,563,000 |

State of California
**DEPARTMENT OF TRANSPORTATION**

California State Transportation Agency

# MEMORANDUM

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

**CTC Meeting**: June 26-27, 2019

**From**: STEVEN KECK, Chief Financial Officer

**Reference Number**: 2.5d.(3), Action Item

**Prepared By**: John Bulinski,
District 07 – Director

**Subject**: **ALLOCATION FOR PROJECT WITH COSTS THAT EXCEED THE PROGRAMMED AMOUNT BY MORE THAN 20 PERCENT (PPNO 07-4910/EA 07-31750 – LOS ANGELES COUNTY – INTERSTATE 5, 405, 710, AND UNITED STATES HIGHWAY 101) RESOLUTION FP-18-79**

## ISSUE:

Should the California Transportation Commission (Commission) approve the California Department of Transportation's (Department) allocation request for $11,874,000 for the State Highway Operation and Protection Program (SHOPP) Drainage Improvement project (PPNO 4910) on Interstate (I) 5, I-405, I-710, and United State Highway (US)101, In Los Angeles County?

## RECOMMENDATION:

The Department recommends that the Commission approve the requested allocation for this SHOPP project.

## PROJECT DESCRIPTION:

This Drainage Improvement project will upgrade storm water drainage systems at various locations on several routes, including I-5, I-405, I-710, and US-101 in Los Angeles County. The scope includes replacement of the existing 25 year-storm event pumps, with new 50 year-storm event pumps and upgrading the power supply and control system to operate the upgraded pumps. A new and integrated system of power lines, control panels, network switches and operating system will be installed at nine locations, along with new support structures to integrate the new pump plants into the existing drainage system.

## FUNDING AND PROGRAMMING STATUS:

The project was programmed in the 2018 SHOPP for $4,803,000 in Construction Capital and $1,500,000 in Construction Support for delivery in Fiscal Year 2018-19. The project's Plans, Specifications and Estimate (PS&E) phase, and an updated Engineer's Estimate (EE) were completed in March 2019, and the project was Ready to List (RTL) in March 2019. The updated cost of the project is $8,800,000 for Construction Capital. The cost of Construction Support is estimated to be $3,074,000. Therefore, the Department is requesting an allocation that exceeds the programmed funds by more than 20 percent.

## REASON(S) FOR COST INCREASE:

The overall project cost increase is $5,571,000, which includes $3,997,000 for Construction Capital increase and $1,574,00 for Construction Support, is discussed below.

### Construction Capital Cost Increase

At the time of the initial planning and later through the development of the Project Approval and Environmental Document, the plan was to simply replace the aging pumps, which were designed with the capacity to handle a once in 25-year storm event, with similar-sized pumps.

In November 2017 after completion of the Project Approval and Environmental Document phase of this project, the Department commenced detailed design work. It was during this design effort and after a particularly rainy year that the Department upgraded the design criteria for these replacement pumps so that they could pump larger volumes of storm water to keep the roadways from flooding during once in 50-year storm events. During the design phase additional work was also identified to support the larger capacity pumps, including the enhancement of the power supply, updating control systems to modern standards to improve safety and reliability, and coordination efforts with utility providers. Therefore, an additional amount of $3,997,000 will be needed for Construction Capital to adequately deliver the project.

Unfortunately, the cost impact resulting from the change in the project from a simple replacement to an upgrade in pumping capacity occurred after the Commission adopted the 2018 SHOPP and in the project's year of delivery. The Department is not permitted to revise programmed costs once in the year of project delivery.

This project is consistent with the Commission-adopted Transportation Asset Management Plan as it improves a primary asset, drainage facilities, at 9 locations from poor condition to good condition.

The Department has determined that the additional funds requested are in the best interest of the State to avoid delays in implementing this important SHOPP Drainage project which is consistent with the Commission-adopted goals and objectives of the Transportation Asset Management Plan.

Upon approval of this additional funding over the programmed amount, the Department is required to formally update the project in the federal programming document. Therefore, the Department is requesting an additional two months, beyond the allowable 6 months, to award the contract.

**Construction Support Cost Increase**

The $1,500,000 amount previously programmed funds for Construction Support was based on resources needed to provide construction support to deliver this project to simply replace in kind the aging pumps.

When the design criteria were revised to the 50-year storm data, it became clear that additional staff and resources were needed to deliver the project. The larger pumps and advanced power supply and control systems will require a much larger effort to perform equipment and source inspection with the manufacturing companies that are providing the larger pumps and control panels, and to review and approve installation of highly technical network control systems.

The increase in support will also allow for the necessary increased coordination between the Department and two local electric power suppliers, Los Angeles Department of Water and Power (LADWP) and Southern California Edison (SCE). Additional staff effort will also be needed to coordinate and obtain Temporary Construction Easements (TCE) and other construction permits from respective local jurisdictions.

Therefore, an additional amount of $1,574,000 will be needed for Construction Support to adequately administer and deliver the project contract within its planned completion date.

## CONSEQUENCES:

The Department evaluated options to reduce project costs, including elimination of several of the initial 9 locations to keep within the programmed budget. However, removing locations is not recommended as these pumps have reached the end of their long service life and require replacement.

The Department has determined that if this allocation request for $11,874,000 (Total Allocation Request amount) is not approved, the Department will not be able to advertise this SHOPP Drainage Project and construction will be delayed. Freeway flooding and potential pump failure requiring emergency repairs are likely consequences. Given the impacts of climate change and the department's strategic goal to enhance transportation infrastructure to address climate change, the need to deliver this project is a priority.

## FINANCIAL RESOLUTION:

Resolved, that $8,800,000 in Construction Capital be allocated from the Budget Act of 2017, Budget Act Items 2660-302-3290 and 2660-302-0890, and $3,074,000 from Non-Budget Act Items 2660-505-3290 and 2660-001-0890, to provide funds to advertise the project.

Attachment

## 2.5d.(3) Allocations for Projects with Cost Increase Greater than 20 Percent — Resolution FP-18-79

| Project Number | Allocation Amount | Dist-Co-Rte Postmile | EA Project ID | Location/Description | Construction | Construction Engineering |
|---|---|---|---|---|---|---|
| 1 | $11,874,000 | 07-Los Angeles-5 11.0/13.9 | 31750 0715000246 | In Los Angeles County, on Routes 5, 101, 405 and 710 at various locations. Upgrade nine pump plants in order to reduce maintenance, repair costs, and increase reliability and efficiency. This project will keep the pump plants functioning at design capacity, ensuring stormwater is removed from the roadway and improving safety at these locations. | $8,800,000 | $3,074,000 |

## 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 |
|---|---|---|---|---|
| **2.5d.(3) Allocations for Projects with Cost Increase Greater than 20 Percent** | | | | **Resolution FP-18-79** |
| 1<br>$11,874,000<br><br>Los Angeles<br>07-LA-5<br>11.0/13.9 | In Los Angeles County, on Routes 5, 101, 405 and 710 at various locations. Outcome/Output: Upgrade nine pump plants in order to reduce maintenance, repair costs, and increase reliability and efficiency. This project will keep the pump plants functioning at design capacity, ensuring stormwater is removed from the roadway and improving safety at these locations.<br><br>Preliminary Engineering: Budget / Expended<br>PA&ED $360,000 / $344,554<br>PS&E $1,038,000 / $832,478<br>R/W Sup $30,000 / $6,892<br><br>(CEQA - CE, 9/6/2017; Re-validation 3/6/2019)<br>(NEPA - CE, 9/6/2017; Re-validation 3/6/2019)<br><br>(The Department is requesting an additional two months, beyond the allowable 6 months, to award this contract.) | 07-4910<br>SHOPP/18-19<br>CON ENG<br>$1,500,000<br>CONST<br>$4,803,000<br>0715000246<br>4<br>31750 | 505-3290 RMRA<br>001-0890 FTF<br>20.10.201.151<br><br>2017-18<br>302-3290 RMRA<br>302-0890 FTF<br>20.20.201.151 | $259,000<br>$2,815,000<br>$3,074,000<br><br><br>$880,000<br>$7,920,000<br>$8,800,000 |

Performance Measure: Culverts (9 each)

| | Unit | Good | Fair | Poor | Quantity |
|---|---|---|---|---|---|
| Existing Condition | Pump plant(s) | 0.0 | 0.0 | 9.0 | 9.0 |
| Post Condition | Pump plant(s) | 9.0 | 0.0 | 0.0 | 9.0 |

State of California
**DEPARTMENT OF TRANSPORTATION**

California State Transportation Agency

# MEMORANDUM

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

**CTC Meeting**: June 26-27, 2019

**From**: STEVEN KECK, Chief Financial Officer

**Reference Number**: 2.5e.(5), Action Item

**Prepared By**: Matthew K. Brady,
District 01 – Director

**Subject**: **CAPITAL OUTLAY SUPPORT PROGRAMMING ADJUSTMENT (PPNO 01-3130/EA 01-0E081 – LAKE COUNTY – STATE ROUTE 20, 29, AND 175) RESOLUTION FA-18-46**

## ISSUE:

Should the California Transportation Commission (Commission) approve the California Department of Transportation's (Department) request for an additional $1,234,000 in Capital Outlay Support (COS) Project Approval & Environmental Document (PA&ED) for the State Highway Operation and Protection Program (SHOPP) Bridge Rail Replacement project (PPNO 3130) on State Routes (SR) 20, 29, and 175 in Lake County?

## RECOMMENDATION:

The Department recommends that the Commission approve the requested PA&ED-COS supplemental fund allocation for this SHOPP project.

## PROJECT DESCRIPTION:

The project is located near the communities of Lucerne, Upper Lake, and Cobb, in Lake County. The project will improve non-standard travel lanes and roadway shoulders, add sidewalks and ADA-compliant ramps, install pavement markers and new 6-inch wide traffic striping.

This Bridge Rail Replacement project will upgrade bridge barriers at three locations in Lake County as follows:

- At Robinson Creek Bridge on SR 29, the existing three-span bridge will have eight new pile extension columns installed in the creek to support a widened bridge deck and upgraded barrier rails.
- At Morrison Creek Bridge on SR 20, the existing two-span bridge will have its abutments and pier wall lengths extended to support a widened bridge deck with new sidewalks and bridge barriers on both sides.
- At Kelsey Creek Bridge on SR 175, the existing, narrow bridge will be demolished and replaced with a new, wider single-span bridge.

The project is consistent with the performance measures, goals, and objectives in the Commission-adopted Transportation Asset Management Plan (TAMP), and the goals of the Complete Street program.

## FUNDING AND PROGRAMMING STATUS:

This project was split off from a project originally programmed to replace barrier rails on five bridges. This "Split-Off" resulted in an original project that was rescoped to upgrade only three of the five bridges, while this project was programmed to upgrade the other two bridges. In addition, the programmed PA&ED-COS funds for this "Split-Off" project was $200,000.

The current scope of this "Split-Off" project has since expanded to include a total of three bridges that need extensive construction work in the creeks, and more environmental and cultural analysis to secure the necessary construction permits.

This request reflects the additional resources needed to address and complete the PA&ED phase for the expanded scope. The additional COS funds now needed to complete the PA&ED phase for this project are $1,234,000.

## REASON(S) FOR COST INCREASE:

The Department determined it was necessary to split the larger scoped-project to minimize the risk of delays due to essential environmental permits, and to help facilitate faster project delivery for a portion of the original scope. The $200,000 of PA&ED support cost originally programmed for this project was based on a narrower scope that was still under development at that time, and it was insufficient to fully fund the PA&ED phase support cost.

As PA&ED work developed on the three bridges that remained in the original project, it was recognized that one of the bridges, Morrison Creek, should be widened to accommodate dedicated sidewalks; a necessary component to achieve the goals of the overall Lake County Principal Arterial (LCPA) concept. LCPA concept applies to all sections of the roadway located around the lake and is an important part of the "Complete Street" vision for communities near Clear Lake, including Lucerne.

Additionally, the State Route 20 Transportation Concept Report designated this section of SR 20 as a "Pedestrian Safety Corridor". After the approval of the Project Initiation Document (PID), and as work began on the project three years ago, there have been seven pedestrian-vehicle collisions within this section of SR 20 near Morrison Creek Bridge.

In response, the Department is implementing safety modifications at pedestrian sidewalks near Morrison Creek Bridge, which required the bridge deck to be widened. This modification requires additional work to meet cultural survey requirements and could delay the project's progress. The Department has since decided to remove this bridge from the original project and add it to this "Split-Off" project, which increased the scope to three bridges for this project.

As outlined in the project description above, the work required to achieve the current project scope will involve extensive foundation work in three creeks. In addition to the bridge widening and replacement, the fully developed scope now includes channel grading and ADA compliant sidewalks, curbs and retaining walls. Extensive environmental, biological, and cultural analyses are now required, and additional resources will be needed to obtain the necessary environmental permits and complete the PA&ED pre-construction phase.

**CONSEQUENCES:**

The Department believes it has exercised good judgement to ensure timely delivery of this project while preventing any delays to the original project. Possible delays resulting from inadequate environmental studies could negatively impact both this, and the original projects. If the funds are not allocated for PA&ED, the Department will have to reprogram the three bridges included in this "Split-Off" project in future years.

**FINANCIAL RESOLUTION:**

Resolved, that $1,234,000 be allocated from a Non-Budget Act Item, to provide funds for the pre-construction PA&ED phase for this SHOPP Bridge Rail Replacement project on SR 20, 29, and 175 in Lake County

Attachment

| **2.5e.(5)** | **COS Supplemental Funds for Previously Voted Project** | | | | | **Resolution FA-18-46** |
|---|---|---|---|---|---|---|
| Project Number | Allocation Amount | Dist-Co-Rte Postmile | EA Project ID | Location/Description | Phase: | Amount |
| 1 | $1,234,000 | 01-Lake-29 50.8 | 0E081 0118000172 | Near Upper Lake, at Robinson Creek Bridge No. 14-0030 (PM 50.82); also on Route 175 at Kelsey Creek Bridge No. 14-0044 (PM 19.48). Widen bridge and upgrade bridge rails at Robinson Creek Bridge and replace existing Kelsey Creek Bridge. | PA&ED: | $1,234,000 |

## 2.5 Highway Financial Matters

| Project No. Dist-Co-Rte Postmile | PPNO Project ID | Location/Description | EA | Prog Year | Phase | Programmed Amount | Allocation Amount |
|---|---|---|---|---|---|---|---|
| **2.5e.(5)** | **COS Supplemental Funds for Previously Voted Project** | | | | | | **Resolution FA-18-46** |
| 1<br>01-Lak-29<br>50.8 | 3130<br>0118000172 | Near Upper Lake, at Robinson Creek Bridge No. 14-0030 (PM 50.82); also on Route 175 at Kelsey Creek Bridge No. 14-0044 (PM 19.48). Widen bridge and upgrade bridge rails at Robinson Creek Bridge and replace existing Kelsey Creek Bridge.<br><br>**This is a COS allocation going forward at the June 2019 meeting. This record is for background purposes only and is not part of the book item being presented to the CTC**<br><br>Program Code<br>201.112 - Bridge Rail Replacement and Upgrade<br><br>Performance Measure<br>176 Linear feet | 0E081 | 20-21 | PA&ED | $200,000 | $1,234,000 |

State of California
**DEPARTMENT OF TRANSPORTATION**

California State Transportation Agency

# MEMORANDUM

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

**CTC Meeting**: June 26-27, 2019

**From**: STEVEN KECK, Chief Financial Officer

**Reference Number**: 2.5e.(2), Action Item

**Prepared By**: Tony Tavares,
District 04 – Director

**Subject**: **SUPPLEMENTAL FUNDS ALLOCATION FOR PREVIOUSLY VOTED PROJECT (PPNO 04-0350H/04-4G820 – MARIN COUNTY – UNITED STATES HIGHWAY 101) RESOLUTION FA-18-43**

## ISSUE:

Should the California Transportation Commission (Commission) approve the California Department of Transportation's (Department) request for an additional $4,346,000 for the State Highway Operation Protection Program (SHOPP) Bridge Rehabilitation project (PPNO 0350H) on United States Highway (US) 101, in Marin County, to re-advertise and award the construction contract?

## RECOMMENDATION:

The Department recommends that the Commission allocate an additional $4,346,000 in construction capital for the previously approved SHOPP Bridge Rehabilitation project (PPNO 0350H) on US 101, in Marin County, to re-advertise and award the construction contract.

## PROJECT DESCRIPTION:

The project is located on US 101 in San Rafael. This project replaces the 77-year old bridge with a new bridge with a service life of 75 years. The new bridge will replace 7,093 square feet of "poor" condition bridge deck and add an additional 2,442 square feet of new bridge deck, for a total of 9,535 square feet of good quality bridge deck. In addition, the existing non-standard bridge rails will be replaced by Type 80 barriers.

The project will also construct horizontal alignment corrections which will improve safety and traffic flow, construct standard shoulder widths, and add pedestrian curb ramps and crosswalks. This project will also provide a longer left-turn only lane at the offramp intersection. This longer turn lane, will reduce mainline backup traffic during peak hours.

**FUNDING AND PROGRAMMING STATUS:**

The project's voted amount is $9,785,000 for construction capital and $2,700,000 for construction support. Contract advertisement was on October 15, 2018 and bid opening was on February 13, 2019. The low bidder was found nonresponsive and the allocated funding, including G-12 capacity is still insufficient to award to the qualified low bidder. Thus, supplemental funds are needed to award the contract at the updated construction capital cost estimate of $14,131,000.

The Department delayed its requesting of the supplemental funds needed for this project to the June meeting because some of the items required for this project have specific lead times and permit restrictions and receipt of the funding earlier would have resulted in a delay of the project. The precast concrete elements required for construction have a lead time of 3 to 4 months, and environmental permits restrict in-water activities from June 15 to November 30. If the contract were to be awarded, there was a high risk that these restrictions would have extended the construction into the 2020 season resulting in potential claims and non-competitive escalation costs. Furthermore, due to the project location, (congested area near downtown San Rafael with heavy auto and pedestrian traffic) the local community would be more impacted by the longer (two-season) construction.

If the contract was awarded and work suspended until the Spring of 2020, there would also be a high risk of potential claims for loss of the subcontractors and/or suppliers due to suspension, in addition to non-competitive escalation costs. Although the financial impact of these claims cannot be quantified, it could be significant.

**REASON(S) FOR COST INCREASE:**

This is an Accelerated Bridge Construction (ABC) project. The cost of materials and labor are higher in the current construction market, especially for precast concrete, structural concrete, and bridge foundation work. This project also requires a temporary bridge and foundation during construction. The Engineer's Estimate has been revised to reflect current market conditions and updated to the 2018 standard specifications

The project is in congested areas near downtown San Rafael with a nearby residential community. A survey showed that the community was concerned about noise due to 42 days of nighttime pile driving and instead would prefer three weekends of round-the-clock pile driving. Thus, the pile driving will only be on weekends, with a full ramp closure that requires multiple rigs, crews, and other equipment.

**CONSEQUENCES:**

The Department has determined that additional funds of $4,346,000 are needed to re-advertise and award the construction contract. The Department has exercised all feasible measures to minimize costs in carrying out work related to this project and has determined that this request is well-supported and is the only viable alternative available.

The Department has determined that the additional funds requested are in the best interest of the State to avoid delays in implementing this important SHOPP Bridge Rehabilitation project which is consistent with the Commission-adopted goals and objectives of the Transportation Asset Management Plan.

If this request is not approved, this project would be removed and re-programed. This would require a new environmental certification, permits and revised plans and specifications. This option would require additional construction capital and support funds due to escalation.

**FINANCIAL RESOLUTION:**

Resolved, that $4,346,000 be allocated from the Budget Act of 2018, Budget Act Item 2660-302-3290 to provide funds to advertise and award the construction contract for the SHOPP Bridge Rehabilitation project (PPNO 0350H) on US 101, in Marin County.

Attachment

## 2.5e.(2) Supplemental Funds For Previously Voted Project — Resolution FA-18-43

| Project Number | Allocation Amount | Dist-Co-Rte Postmile | EA Project ID | Location/Description | Construction | Construction Engineering |
|---|---|---|---|---|---|---|
| 1 | $4,346,000 | 04-Marin-101 10.6/10.9 | 4G820 0413000049 | In San Rafael, from Route 101 northbound off-ramp to 2nd Street at San Rafael Harbor Bridge No. 27-0033. Replace bridge. | $4,346,000 | |

## 2.5 Highway Financial Matters

| Project # / Allocation Amount / Recipient / RTPA/CTC / County / Dist-Co-Rte / Postmile | Project Title / Location / Project Description / Project Support Expenditures | PPNO / Program / Funding Year / Item # / Fund Type / Program Codes / Project ID / Adv Phase / EA | State Federal Current Amount by Fund Type | State Federal Additional Amount by Fund Type | State Federal Revised Amount by Fund Type |
|---|---|---|---|---|---|
| **2.5e.(2)** | **Supplemental Funds For Previously Voted Project** | | | | **Resolution FA-18-43** |
| $4,346,000<br><br>Department of Transportation<br>MTC<br>Marin<br>04-Mrn-101<br>10.6/10.9 | In San Rafael, from Route 101 northbound off-ramp to 2nd Street at San Rafael Harbor Bridge No. 27-0033.<br>Outcome/Output: Replace bridge.<br><br>Supplemental funds are needed to Re-Advertise.<br><br>Total revised amount $14,131,000 | 04-0350H<br>SHOPP/2018-19<br>302-3290<br>RMRA<br>302-0890<br>FTF<br>20.20.201.110<br><br>SHOPP/2018-19<br>302-3290<br>RMRA<br>20.20.201.110<br>0413000049<br>4<br>4G820 | $4,893,000<br><br>$4,892,000 | <br><br><br><br>$4,346,000 | $4,893,000<br><br>$4,892,000<br><br><br><br>$4,346,000 |

State of California
**DEPARTMENT OF TRANSPORTATION**

California State Transportation Agency

# MEMORANDUM Tab 85

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

**CTC Meeting**: June 26-27, 2019

**From**: STEVEN KECK, Chief Financial Officer

**Reference Number**: 2.5e.(3), Action Item – ***REPLACEMENT ITEM***

**Prepared By**: Dan McElhinney,
District 10 – Director

**Subject**: **SUPPLEMENTAL FUNDS ALLOCATION FOR PREVIOUSLY VOTED PROJECT (PPNO 10-3202/EA 10-1C460 – TUOLUMNE AND MARIPOSA COUNTIES – STATE ROUTE 108 AND 120)**
**RESOLUTION FA-18-44**

## ISSUE:

Should the California Transportation Commission (Commission) approve the California Department of Transportation's (Department) request for an additional $722,000 for the State Highway Operation Protection Program (SHOPP) Roadway Safety Improvement project (PPNO 3202) on State Route (SR) 108 and SR 120, in Tuolumne, Stanislaus, and Mariposa Counties, to re-advertise and award the construction contract?

## RECOMMENDATION:

The Department recommends that the Commission allocate an additional $722,000 for the previously approved SHOPP Roadway Safety Improvement project (PPNO 3202) on SR 108 and SR 120, in Tuolumne, Stanislaus, and Mariposa Counties, to re-advertise and award the construction contract.

## PROJECT DESCRIPTION:

This project would install centerline, edge line, and shoulder rumble strips on SR 108 and SR 120, in Tuolumne, Stanislaus, and Mariposa Counties. The project limits for this project were identified with having a pattern of run-off-road and cross-centerline collisions. Rumble strips are relatively low cost and cost-effective countermeasures at targeted roadway segments with a history of roadway departure crashes.

This project can reduce the number and severity of cross-centerline and run-off-road collisions and improve the safety of the traveling public. The planned performance goal is to reduce 54 collisions in project locations.

**FUNDING AND PROGRAMMING STATUS:**

The project was programmed in the 2018 SHOPP. In March 2018 the project was allocated $1,527,000 for construction capital and $290,000 for construction support.

This project was previously advertised, and bids were opened on July 3, 2018. The Department received four bids ranging from $1,762,083 to $2,583,323. However, the apparent lowest bidder did not meet the Department's goal of 17.6 percent Disadvantaged Business Enterprise (DBE) contract participation, and therefore was disqualified. Furthermore, when the second and third bidders were also found to be non-responsive, the Department's remaining options were to award the contract at $2,583,000, which was greater than the available funds including the G-12 funds, or reject all bids and re-advertise the contract.

The Department evaluated all options and factors that impacted the bid results, including the construction market environment and the large number of similar ongoing projects in the region. The Department also re-engaged with and contacted the non-responsive bidders to possibly award to a lower bidder. At about that time, feedback from the field indicated that the previously saturated marked was now more favorable for new contracts.

On November 30, 2018, the Department decided to reject all bids and re-advertise the project. With re-advertisement, the Department plans to utilize the "Two Component Paint Traffic Stripe" because the material shortage has been resolved. The EE was revised in April 2019 to account for the current market prices. Based on the most current EE, the updated construction capital for this project is $2,249,000.

**REASON(S) FOR COST INCREASE:**

Bids came in high due to the advertisement of multiple similar rumble strip contracts within a short period of time. In addition, there was a shortage of materials for traffic striping including "Two Component Paint Traffic Stripe" that drove up the items' unit price. An addendum was issued to change "Two Component Paint Traffic Stripe" to "Paint Traffic Stripe (2-Coat)" to mitigate this. However, all bids were still higher than anticipated.

The Department will re-advertise the contract with the "Two Component Paint Traffic Stripe" and revise the Engineer's Estimate to reflect current market conditions. This option is considered a viable option as all the project scope will be constructed.

The Department also considered to re-advertise this "as-is" to see if the project can receive more competitive bids. This option is not considered a viable option as it includes Paint Traffic Stripe (2-Coat) and has the risk of bids coming in higher again, which will require supplemental funds.

**CONSEQUENCES:**

The Department has determined that additional funds of $722,000 are needed to re-advertise and award the construction contract. The additional funds being requested are in the best interest of the State to avoid delays in implementing this important SHOPP Roadway Safety Improvement project which is consistent with the Commission-adopted goals and objectives of the Transportation Asset Management Plan. The Department has exercised all feasible measures to minimize costs in carrying out work related to this project and has determined that this request is well-supported and is the only viable alternative available.

**FINANCIAL RESOLUTION:**

Resolved, that $722,000 be allocated from the Budget Act of 2018, Budget Act Items 2660-302-0042 and 2660-302-0890, to provide funds to advertise and award the construction contract for the SHOPP Safety Improvement project on SR 108 and 120 in Tuolumne, Stanislaus, and Mariposa Counties.

Attachment

State of California
**DEPARTMENT OF TRANSPORTATION**

California State Transportation Agency

# MEMORANDUM

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

**CTC Meeting**: June 26-27, 2019

**From**: STEVEN KECK, Chief Financial Officer

**Reference Number**: 2.5e.(3), Action Item

**Prepared By**: Dan McElhinney,
District 10 – Director

**Subject**: **SUPPLEMENTAL FUNDS ALLOCATION FOR PREVIOUSLY VOTED PROJECT (PPNO 10-3202/EA 10-1C460 – TUOLUMNE AND MARIPOSA COUNTIES – STATE ROUTE 108 AND 120)**
**RESOLUTION FA-18-44**

## ISSUE:

Should the California Transportation Commission (Commission) approve the California Department of Transportation's (Department) request for an additional $722,000 for the State Highway Operation Protection Program (SHOPP) Roadway Safety Improvement project (PPNO 3202) on State Route (SR) 108 and SR 120, in Tuolumne, Stanislaus, and Mariposa Counties, to re-advertise and award the construction contract?

## RECOMMENDATION:

The Department recommends that the Commission allocate an additional $722,000 for the previously approved SHOPP Roadway Safety Improvement project (PPNO 3202) on SR 108 and SR 120, in Tuolumne, Stanislaus, and Mariposa Counties, to re-advertise and award the construction contract.

## PROJECT DESCRIPTION:

This project would install centerline, edge line, and shoulder rumble strips on SR 108 and SR 120, in Tuolumne, Stanislaus, and Mariposa Counties. The planned performance goal is to reduce 54 collisions in project locations. Rumble strips are relatively low cost and cost-effective countermeasures at targeted roadway segments with a history of roadway departure crashes.

The project limits for this project were identified with having a pattern of run-off-road and cross-centerline collisions. By delivering this project, the number and severity of cross-centerline and run-off-road collisions can be reduced to improve the safety of the traveling public.

**FUNDING AND PROGRAMMING STATUS:**

The project's voted amount is $1,527,000 for construction capital and $290,000 for construction support. The updated construction capital for this project is $2,249,000. The bids were opened on July 3, 2018. The Department received four bids ranging from $1,762,083 to $2,583,323. The apparent low bid is $1,762,083, which is $667,357 or 61 percent above the Engineer's Estimate of $1,094,726.

On November 30, 2018, the Department decided to reject all bids and re-advertise the project. With re-advertisement, the Department plans to utilize the "Two Component Paint Traffic Stripe" because the material shortage has been resolved.

**REASON(S) FOR COST INCREASE:**

Bids came in high due to the advertisement of multiple similar rumble strip contracts within a short period of time. In addition, there was a shortage of materials for traffic striping including "Two Component Paint Traffic Stripe" that drove up the items' unit price. An addendum was issued to change "Two Component Paint Traffic Stripe" to "Paint Traffic Stripe (2-Coat)" to mitigate this. However, all bids were still higher than anticipated.

The Department will re-advertise the contract with the "Two Component Paint Traffic Stripe" and revise the Engineer's Estimate to reflect current market conditions. This option is considered a viable option as all the project scope will be constructed.

The Department also considered to re-advertise this "as-is" to see if the project can receive more competitive bids. This option is not considered a viable option as it includes Paint Traffic Stripe (2-Coat) and has the risk of bids coming in higher again, which will require supplemental funds.

**CONSEQUENCES:**

The Department has determined that additional funds of $722,000 are needed to re-advertise and award the construction contract. The additional funds being requested are in the best interest of the State to avoid delays in implementing this important SHOPP Roadway Safety Improvement project which is consistent with the Commission-adopted goals and objectives of the Transportation Asset Management Plan. The Department has exercised all feasible measures to minimize costs in carrying out work related to this project and has determined that this request is well-supported and is the only viable alternative available.

**FINANCIAL RESOLUTION:**

Resolved, that $722,000 be allocated from the Budget Act of 2018, Budget Act Items 2660-302-0042 and 2660-302-0890, to provide funds to advertise and award the construction contract for the SHOPP Safety Improvement project on SR 108 and 120 in Tuolumne, Stanislaus, and Mariposa Counties.

Attachment

## 2.5e.(3) Supplemental Funds For Previously Voted Project — Resolution FA-18-44

| Project Number | Allocation Amount | Dist-Co-Rte Postmile | EA Project ID | Location/Description | Construction | Construction Engineering |
|---|---|---|---|---|---|---|
| 1 | $722,000 | 10-Tuolumne-120 0.0 | 1C460 1016000075 | In Tuolumne, Stanislaus, and Mariposa Counties, on Routes 120 and 108 at various locations. Install centerline, shoulder, and edge-line rumble strips. | $722,000 | |

## 2.5 Highway Financial Matters

| Project # / Allocation Amount / Recipient / RTPA/CTC / County / Dist-Co-Rte / Postmile | Project Title / Location / Project Description / Project Support Expenditures | PPNO / Program / Funding Year / Item # / Fund Type / Program Codes / Project ID / Adv Phase / EA | State Federal Current Amount by Fund Type | State Federal Additional Amount by Fund Type | State Federal Revised Amount by Fund Type |
|---|---|---|---|---|---|
| **2.5e.(3)** | **Supplemental Funds For Previously Voted Project** | | | | **Resolution FA-18-44** |
| $722,000<br><br>Department of Transportation<br>TuolumneCTC<br>Tuolumne<br>10-Tuo-120<br>0.0 | In Tuolumne, Stanislaus, and Mariposa Counties, on Routes 120 and 108 at various locations.<br>Outcome/Output: Install centerline, shoulder, and edge-line rumble strips.<br><br>Supplemental funds are needed to Re-Advertise.<br><br>Total revised amount $2,249,000 | 10-3202<br>SHOPP/2018-19<br>302-0042<br>SHA<br>302-0890<br>FTF<br>20.20.201.010<br><br>SHOPP/2018-19<br>302-0042<br>SHA<br>302-0890<br>FTF<br>20.20.201.010<br>1016000075<br>4<br>1C460 | $31,000<br><br>$1,496,000 | <br><br><br><br>$15,000<br><br>$707,000 | $31,000<br><br>$1,496,000<br><br><br><br>$15,000<br><br>$707,000 |

State of California
**DEPARTMENT OF TRANSPORTATION**

California State Transportation Agency

# MEMORANDUM

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

**CTC Meeting**: June 26-27, 2019

**From**: STEVEN KECK, Chief Financial Officer

**Reference Number**: 2.5e.(4), Action Item

**Prepared By**: Dave Moore,
District 02 – Director

**Subject**: **SUPPLEMENTAL FUNDS ALLOCATION FOR PREVIOUSLY VOTED PROJECT (EA 02-0H800) – PLUMAS COUNTY – STATE ROUTE 70) RESOLUTION FA-18-45**

## ISSUE:

Should the California Transportation Commission (Commission) approve the California Department of Transportation's (Department) request for an additional $454,000 for the State Highway Operation and Protection Program (SHOPP), Roadside Protection and Restoration (Minor A), EA-0H800, no PPNO) project on State Route (SR) 70, in Plumas County, to award the construction contract?

## RECOMMENDATION:

The Department recommends that the Commission approve the requested supplement fund allocation for this SHOPP project.

## PROJECT DESCRIPTION:

This is a 2018 Minor A, (SHOPP) Roadside Protection and Restoration on SR 70 near the city of Keddie, in Plumas County. The project will restore a fish passage at Soda Creek by constructing concrete fishways downstream of the existing stream crossings and concrete baffles within the existing box culvert. The work for this project will mostly be off the roadway, and traffic control will only be needed for constructing access roads.

**FUNDING AND PROGRAMMING STATUS:**

The project was programmed in the 2018 SHOPP, as Minor A, for a construction allocation in Fiscal Year 2018-19. The project implements an August 2015 agreement between the Department and the United States Forest Service (USFS) to improve aquatic passage on sections of the Feather River by removing barriers created during construction work on SR 70. This partnership between USFS and the Department is the first of its kind, and it is a significant innovative attempt, by both partners, to address issues related to aquatic passage along State highways.

In January 2019, this Minor A project was allocated $900,000 in Construction Capital and $470,00 in Construction Engineering. The project is eligible for an additional $200,000 under the G-12 authority, for a total allotment of $1,100,000 in Construction Capital.

The amount needed to award the contract to the lowest qualified bidder is $1,354,000, which is higher than the allocated funds. The Department is requesting a supplemental fund increase of $454,000 in Construction Capital to award this project to the lowest qualified bidder.

**REASON(S) FOR COST INCREASE:**

The Engineer's Estimate (EE) for this project was updated on December 9, 2018, and the project contract was advertised on April 8, 2019. When bids opened on May 1, 2019, there were only two qualified competing bids. The lowest qualified bid was higher than the amount allocated for the project. The Department reviewed the bids and examined the primary contract items priced higher than the EE by the bidders. It appears that prices of contract items, such as: Rock Slope Protection, Bar Reinforcing Steel (Fishway), Remove Concrete, Miscellaneous Iron and Steel, which are all essential to this project, have been priced higher than the EE. These items are all essential to this contract, and the higher prices impacted the overall project cost.

The Department discussed the higher prices with contractors, who stated that the grading specified for "Rock Slop Protection" is not readily available. A costly operation of mixing together several types of rocks will be required to meet the grading specification. Contractors also stated that removing the existing fish barrier and constructing new fishway are very difficult and complicated tasks. These items were priced higher to account for excavating below the existing box culvert footings, and because the contractor must temporarily brace the box culvert, divert the stream through the work area, and construct the new fishway at the same time.

Although there were only two eligible bidders, the Department has reviewed the bid results for possible mathematical or material unbalancing in accordance with 23 CFR 635.102, and 23CFR 635.114. The bids appear to be mathematically balanced and there is no evidence of material unbalancing of the low bid.

The Department has exercised all feasible measures to minimize costs in carrying out work related to this project and has determined that this request is well-supported and is the only viable alternative available.

The Department has determined that the additional funds requested are in the best interest of the State to avoid delays in implementing this important SHOPP Drainage project which is consistent with the Commission-adopted goals and objectives of the Transportation Asset Management Plan.

**CONSEQUENCES:**

If this project is not successful in obtaining supplemental funds, the District will have to delay this project to the next fiscal year which is likely to result in higher bid prices. This project has to be delivered to satisfy our agreement with the USFS.

**FINANCIAL RESOLUTION:**

Resolved, that $454,000 in Construction Capital be allocated from the Budget Act of 2018, Budget Act Item 2660-302-0042, to provide funds to award the project.

Attachment

## 2.5e.(4) Supplemental Funds For Previously Voted Project — Resolution FA-18-45

| Project Number | Allocation Amount | Dist-Co-Rte Postmile | EA Project ID | Location/Description | Construction | Construction Engineering |
|---|---|---|---|---|---|---|
| 1 | $454,000 | 02-Plumas-70<br>31.8 | 0H800<br>0215000068 | Near Keddie, at 1.2 miles west of Route 89.<br>Install fish passage. | $454,000 | |

## 2.5 Highway Financial Matters

| Project # / Allocation Amount / Recipient / RTPA/CTC / County / Dist-Co-Rte / Postmile | Project Title / Location / Project Description / Project Support Expenditures | PPNO / Program / Funding Year / Item # / Fund Type / Program Codes / Project ID / Adv Phase / EA | State Federal Current Amount by Fund Type | State Federal Additional Amount by Fund Type | State Federal Revised Amount by Fund Type |
|---|---|---|---|---|---|
| **2.5e.(4)** | **Supplemental Funds For Previously Voted Project** | | | | **Resolution FA-18-45** |
| $454,000<br><br>Department of Transportation<br>PCTC<br>Plumas<br>02-Plu-70<br>31.8 | Near Keddie, at 1.2 miles west of Route 89.<br>Outcome/Output: Install fish passage.<br><br>Supplemental funds are needed to Award.<br><br>Total revised amount $1,354,000 | 02-<br>SHOPP/2018-19<br>302-0042<br>SHA<br>20.20.201.240 | $900,000 | | $900,000 |
| | | SHOPP/2018-19<br>302-0042<br>SHA<br>20.20.201.240<br>0215000068<br>4<br>0H800 | | $454,000 | $454,000 |

State of California
**DEPARTMENT OF TRANSPORTATION**

California State Transportation Agency

# MEMORANDUM

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

**CTC Meeting**: June 26-27, 2019

**From**: STEVEN KECK, Chief Financial Officer

**Reference Number**: 2.6g. (2), Action Item

**Prepared By**: Ronald E Sheppard, Chief (Acting)
Division of Rail and Mass
Transportation

**Subject**: **SUPPLEMENTAL FUNDS REQUEST – TRANSIT AND INTERCITY RAIL CAPITAL PROGRAM**

**RESOLUTION TIRCP -1819-11S**

## ISSUE:

Should the California Transportation Commission (Commission) approve a request for an additional $27,000,000 for the Transit and Intercity Rail Capital Program (TIRCP) (2018:13) Peninsula Corridor Electrification Expansion project (Procurement) (PPNO CP039Y) (Project) for the Caltrain Peninsula Corridor.

## RECOMMENDATION:

The Department recommends the Commission approve a request for an additional $27,000,000 for the TIRCP (2018:13) Peninsula Corridor Electrification Expansion project (Procurement) (PPNO CP039Y) (Project) for the Caltrain Peninsula Corridor.

## PROJECT LOCATION AND DESCRIPTION:

The project is programmed under the Peninsula Corridor Joint Powers Board (PCJPB) and will procure 37 new electric multiple units (EMU) and associated infrastructure to increase capacity along the Caltrain Corridor rail line. This project will also increase ridership, reduce greenhouse gas emissions, improve safety and integration along the rail line.

**FUNDING STATUS:**

The project was programmed in the 2018 TIRCP as a multi-year funded project for $164,522,000 with funding to be split over multiple fiscal years as follows:

- FY 2018-19 for $31,000,000
- FY 2020-21 for $86,182,000
- FY 2023-24+ for $41,340,000

At this time, the project has expended the fully programmed amount of $31,000,000 for FY 2018-19 and needs additional funding in the amount of $27,000,000 to fulfill the procurement contract.

**REASON(S) FOR THE COST INCREASE:**

The October 2018 allocation for $31,000,000 towards 37 EMU's was timed for the initial project cash flow developed prior to the execution of the procurement contract. Since that time, the contract's option order was successfully executed. While the total cost of the additional 37 EMUs (and related costs) have not changed, the project cash flow is significantly different than originally envisioned. Therefore, an additional $27,000,000 in milestone payments are due in the next 30 to 90 days.

**CONSEQUENCES:**

Without the additional $27,000,000 funds requested at the June 2019 Commission meeting, PCJPB will be unable to pay upcoming option payments to the EMU procurement contractor and the project will either incur substantial financing costs or the project will need to be put on hold, jeopardizing the option pricing.

**FINANCIAL RESOLUTION:**

Be it Resolved, that the Commission allocation an additional $27,000,000 from Budget Act of 2017 Budget Act Item(s) 2660-301-0046R and 2660-101-0046 to the (2018:13) Peninsula Corridor Electrification Expansion Project (Procurement) (PPNO CP039Y).

Attachment

## 2.5 Highway Financial Matters

| Project # Allocation Amount Recipient RTPA/CTC County Dist-Co-Rte Postmile | Project Title Location Project Description Project Support Expenditures | PPNO Program Funding Year Item # Fund Type Program Codes Project ID Adv Phase EA | State Federal Current Amount by Fund Type | State Federal Additional Amount by Fund Type | State Federal Revised Amount by Fund Type |
|---|---|---|---|---|---|
| **2.6g.(2)** | **Supplemental Allocation - Transit and Intercity Rail Capital Program Projects** | | | **Resolution TIRCP-1819-11S** | |
| $27,000,000<br><br>Department of Transportation<br>MTC<br>Various<br>04-Var-0.0 | **(2018: 13) Peninsula Corridor Electrification Expansion Project (Procurement).**<br>Procurement of 37 new electric multiple units (EMU) and associated infrastructure to increase capacity. | 04-CP039Y<br>301-0046R<br>GGRF<br>30.20.301.100 | $14,000,000 | | $14,000,000 |
| | Total revised amount $58,000,000<br><br>(Future consideration of funding approved under Resolution E-16-93; December 2016 .) | 101-0046<br>PTA<br>30.10.030.200 | $17,000,000 | | $17,000,000 |
| | The total programmed amount for this project is $164,522,000 and includes multi-year funding:<br><br>FY 18-19 for ~~$31,000,000~~ **$58,000,000**<br>FY 20-21 for ~~$86,182,000~~ **$59,182,000**<br>FY 23-24+ for $41,340,000<br><br>Outcome/Output: Increased ridership, reduced greenhouse gas emissions, improved safety, and improved integration. | 301-0046R<br>GGRF<br>30.20.301.100<br><br>101-0046<br>PTA<br>30.10.030.200<br>0019000079<br>S | | $12,195,000<br><br>$14,805,000 | $12,195,000<br><br>$14,805,000 |

State of California
**DEPARTMENT OF TRANSPORTATION**

California State Transportation Agency

# MEMORANDUM

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

**CTC Meeting**: June 26-27, 2019

**From**: STEVEN KECK, Chief Financial Officer

**Reference Number**: 4.5, Action Item

**Prepared By**: Bruce De Terra, Chief
Division of Transportation Programming

**Subject**: **EXEMPTION TO THE STATE HIGHWAY OPERATION AND PROTECTION PROGRAM (SHOPP) GUIDELINES FOR THE COSUMNES RIVER BRIDGE PROJECT**
**RESOLUTION G-19-33**

## ISSUE:

Should the California Transportation Commission (Commission) approve an exception to the State Highway Operation and Protection Program (SHOPP) Guidelines for the Cosumnes River Bridge Construction Manager/General Contractor (CMGC) project to allow the project to be split during the programmed year of delivery.

## RECOMMENDATION:

The California Department of Transportation (Department) recommends the Commission approve an exception to the SHOPP Guidelines for the Cosumnes River Bridge Replacement project. Specifically, the Department is requesting the flexibility to split the project in the year of delivery as a pilot to demonstrate the benefits of the flexibility of CMGC.

## PROPOSAL:

CMGC is a project delivery method that allows the Department to select a contractor early in the project development process to act in an advisory role. The CMGC Contractor provides constructability reviews, value engineering suggestions, construction estimates, and other construction-related recommendations. When design is about 90 to 95 percent complete, the CMGC Contractor will provide a price to construct the project. If the price is acceptable, the CMGC Contractor will become the General Contractor and will construct the project.

One of the benefits of CMGC is the ability to work with the CMGC Contractor to identify early work packages that can remove construction work off the critical path and shorten the

construction critical path resulting in faster delivery and reduction in cost escalation on the capital construction costs. This requires the splitting of the project in order to issue individual construction contracts for the early work. The Commission's policy regarding splitting a project in the year of delivery can be an impediment to the benefits of early work packages. The Department is requesting approval to split the Cosumnes River Bridge Replacement project in the year of delivery as a pilot to demonstrate the benefits of the flexibility of CMGC.

By constructing the project in packages, the Department can award construction packages as the design is completed for those packages and construction can occur around the various environmental, utility and right of way limitations. While some of these packages may ultimately be combined and delivered together, the flexibility to split the project in order take advantage of schedule opportunities will help to achieve success on the project.

**The anticipated early work packages as currently envisioned include:**

1 Earthwork – move dirt into the Route 99 median to facilitate construction of the McConnell Overhead. (Benefit**:** Part of the CMGC Contractor's strategy to save cost and time by getting started early towards shifting traffic onto temporary detour alignments by June 2020)
2 Construct foundations for temporary detour structures. This will allow the foundations to be constructed in the fall of 2019 which is far before the project RTL date for the remainder of the project. This removes risk of fitting this necessary work into the last minute with related weather and channel flow risks. If this window to install the temporary bridge foundations in fall 2019 is missed, then the work will need to be moved to spring of 2020, but the resulting tight timelines would create risks (lots of work and little time, high waters in channel, etc) and the work would likely not start until April or May of 2020.
3 Order precast girders for the McConnell Overhead. These are a long lead item and bridge superstructure construction cannot begin until the girders are delivered. McConnell Overhead must be constructed before traffic can be detoured to replace the Cosumnes River and Cosumnes River Overflow bridges.
4 Construct the McConnell Overhead.
5 Construct the temporary detour superstructures above the previously constructed foundations (see Early Work Package 2).
6 Remainder of the project.

# Memorandum

**To**: CHAIR AND COMMISSIONERS **CTC Meeting**: June 26-27, 2019

**From**: SUSAN BRANSEN, Executive Director

**Reference Number**: 4.9, Action

**Prepared By**: Teri Anderson
Associate Deputy Director

**Published Date**: June 14, 2019

Subject: **AMENDMENT TO RESOLUTION G-16-12 DELEGATION OF AUTHORITY TO ADJUST PROJECT ALLOCATIONS AND MODIFY PROJECT DESCRIPTIONS**

**Issue:**

Should the California Transportation Commission (Commission) approve amendments to Resolution G-16-12?

**Recommendation:**

Commission staff recommends the Commission approve the attached Resolution G-19-12, amending Resolution G-16-12, delegation of Commission authority to adjust and modify project descriptions to the Director of the California Department of Transportation (Director).

**Background:**

On July 28, 1978, the Commission, through Commission Resolution G-12, delegated to the Director the authority to adjust project allocations and modify project descriptions within well-defined boundaries. Over the years, the original G-12 delegation has been revised numerous times to reflect new transportation laws and Commission procedures.

Updated guidelines for the State Highway Operation and Protection Program (SHOPP) are included for Commission adoption under Agenda Reference Number 4.12. The updated SHOPP guidelines necessitate changes to Resolution G-16-12 for consistency. For example, the updated SHOPP Guidelines require that projects with a programmed right of way capital amount of $10 million or more will be required to come to the Commission for an individual project allocation. As a result, a provision for those projects was added to the revised Resolution G-19-12.

Attachments:

- Attachment A: Resolution G-19-12 (a strikethrough version of this document is available upon request)

**CALIFORNIA TRANSPORTATION COMMISSION**
**Delegation of Authority to Adjust Project Allocations**
**And Modify Project Descriptions**

**RESOLUTION G-19-12**
**Replacing Resolution G-16-12**

1.1 WHEREAS, the California Transportation Commission (Commission) adopted Resolution #G-12, delegation of authority to adjust project allocations and modify project descriptions to the Director of the California Department of Transportation (Director) on July 28, 1978; and

1.2 WHEREAS, over the years Resolution #G-12 was revised by Resolutions #G-83-6, #G-85-10, #G-88-18, #G-89-23, #G-90-24, #G-95-08, #G-98-12, #G-02-12, #G-09-12, and #G-16-12; and

1.3 WHEREAS, the delegation greatly reduces the volume of financial transactions submitted to the Commission and increased the efficiency of the Department of Transportation (Department) in processing changes; and

1.4 WHEREAS, passage of Senate Bill 486 (DeSaulnier, Chapter 917, Statutes of 2014) increased Commission responsibility for the State Highway Operation and Protection Program (SHOPP).

2.1 NOW THEREFORE, BE IT RESOLVED, that the following policies shall be in effect for capital allocations and project support allocations by the Commission for State Transportation Improvement Program (STIP), SHOPP, and SHOPP Minor projects:

A. The Director is authorized to increase individual project construction capital allocations of STIP and/or SHOPP projects to allow the advertisement, award, and completion of contracts within the following limits:

1. For programmed STIP and SHOPP projects receiving a Commission allocation of less than $1,000,000, the Director may adjust the funds allocated for construction capital provided the adjustment does not increase the Commission's allocation by more than $200,000.

2. For programmed STIP and SHOPP projects receiving a Commission allocation of $1,000,000 or more, the Director may adjust the funds allocated for construction capital provided the adjustment does not increase the Commission’s allocation by more than $200,000 plus 10 percent of the initial Commission allocation.

3. When a programmed STIP or SHOPP project is awarded for less than the Commission construction capital allocation amount, the above authorized allocation increase is to be based upon the contract allotment including such items as contingencies, supplemental work, and state furnished materials, if any, rather than on the initial Commission allocation amount.

4. For projects enumerated on the Commission reviewed and accepted Minor A project list, the Director may adjust the funds sub-allocated for construction capital provided that the adjustment does not exceed the estimated construction capital expenditure by more than $200,000.

5. For SHOPP Minor B projects, the Director may adjust the funds sub-allocated for construction capital provided that the adjustment does not exceed 110 percent of the Minor B project limit defined as an amount equal to the lower limit of projects subject to the State Contract Act as revised by the Department of Finance.

6. Any adjustment that exceeds the authorized limits described above must be allocated by the Commission. In addition, all subsequent increases to the allocation must be presented to the Commission for approval.

7. Any allocation adjustment for programmed STIP, SHOPP, and Minor SHOPP projects is assumed to be proportionate to any non-state funding on the project, unless the project was programmed for non-proportional funding per STIP Guidelines.

8. The Director will review all allocation adjustment requests for appropriateness and need prior to approval.

B. The Director is authorized to modify Commission adopted project descriptions to meet unforeseen conditions and to correct project description errors in order to proceed with the advertisement of projects provided that:

1. Such revisions do not change the Commission's intent with regard to an individual project's program component, principal purpose, primary characteristics, project output and general location.

2. Any cost increase resulting from the proposed change in project description is within the limits authorized to the Director under item A above.

3. Any needed project scope change, which exceeds the authorized limits described above, must be approved by the Commission.

C. The Director is authorized to split or combine allocated projects in close geographical proximity for ease and economy of contract administration provided that:

1. The amount of a combined project does not exceed the sum of the individual approved projects, and the amount of split projects does not exceed the allocation for the original project.

2. When two or more STIP and/or SHOPP programmed projects are combined, the cost increase limits authorized under item A above are based on the total cost of the combined project as though it was a single project. When a STIP and/or SHOPP programmed project is split, the cost increase authorized under item A above shall be based on the contract allotment of each portion.

3. When two or more SHOPP Minor A projects are combined, the combined project will be considered a single Minor A capital outlay project for accounting purposes. The cost increase limits authorized under Item A above shall be individually determined for each of the Minor A projects involved.

4. When a SHOPP Minor A project is combined with a SHOPP project, the combined project will be considered a single SHOPP programmed capital outlay project for cost increase limits authorized under item A above and accounting purposes.

5. When an independently designed and allocated SHOPP programmed project is combined with a STIP programmed project for construction purposes, the cost increase limits authorized under item A above shall be individually determined and accounted for the SHOPP portion and the STIP portion of the combined project.

6. When an independently designed and allocated SHOPP Minor A project is combined with a STIP programmed project for construction purposes, the cost increase limits authorized under Item A above shall be individually determined and accounted, for the SHOPP Minor A portion and the STIP portion of the combined project.

D. The Director shall report all capital outlay allocation changes made under this delegation (both increases and decreases) to the Commission Executive Director on a monthly basis. At a minimum, the

report will contain the following information:

1. A listing of projects which received increases or decreases during the prior month, including allocations revised downward to match lower contract allotment amounts. The project listing shall include the following information for each project: project identifiers (Planning Programming Number, Expenditure Authorization number, and Enterprise Resource Planning Financial Infra-Structure number), project type (STIP, SHOPP or SHOPP Minor), description of work, initial Commission allocation data and amount, current allocation amount, and the Director revised allocation amount.

2. A cumulative total of Director approved increases and decreases to funds allocated by the Commission during the fiscal year. It is intended that over time the Director approved decreases will be offset by the Director approved increases.

3. The Director shall provide a summary of the capital outlay allocation changes on a quarterly basis with the Department's Quarterly Delivery Report.

E. The delegation of authority to adjust project allocations under this resolution does not apply to project allocations that the Commission previously adjusted in accordance with Streets and Highways Code section 188.8(d)(3), as first authorized by AB 608 (Chapter 815, Statutes of 2001). The Commission must approve any further adjustments.

F. The Director is authorized to increase Commission approved STIP and SHOPP project support component values; environmental studies and permits, preparation of plans, specifications, and estimates, right of way support, and construction support to facilitate project delivery and construction completion within the following limits:

1. For projects with total support component value of less than $1,000,000, the Director may adjust individual support components, provided the adjustment is undertaken prior to over expenditure of funds and does not increase the total Commission approved support value by more than $200,000.

2. For projects with total support component value of $1,000,000 or more, the Director may adjust individual components, provided the adjustment is undertaken prior to over expenditure of funds and

does not increase the total Commission approved support value by more than $200,000 plus 10 percent of the Commission approved value.

3. The basis for calculating the adjustment authority limits is the cost in the most recent Commission adopted programming document as amended by Commission action.

4. Any adjustments that exceed the authorized limits described above must be approved by the Commission. In addition, all subsequent increases to the cost shall be presented to the Commission for approval.

5. The Director will review all allocation adjustment requests for appropriateness and need prior to approval.

6. The Director shall report a summary of project support component increases on a quarterly basis with the Department's Quarterly Delivery Report. Additionally, all project support component changes (both increases and decreases) shall be reported to the Commission Executive Director on a monthly basis using reporting consistent with sections D.1 and D.2 above.

G. The Director is authorized to increase Commission approved STIP and/or SHOPP right of way capital allocations for projects programmed with right of way capital for Fiscal Year 2019-20 or later with right of way capital of $10 million or more that received an individual allocation within the following limits:

1. The Director may adjust individual allocations, provided the adjustment is undertaken prior to over expenditure of funds and does not increase the total Commission approved right of way capital value by more than $200,000 plus 10 percent of the Commission approved value.

2. The basis for calculating the adjustment authority limits is the cost in the most recent Commission adopted programming document as amended by Commission action.

3. Any adjustments that exceed the authorized limits described above must be approved by the Commission. In addition, all subsequent increases to the cost shall be presented to the Commission for approval.

4. The Director will review all allocation adjustment requests for appropriateness and need prior to approval.

5. The Director shall report a summary of project right of way capital increases on a quarterly basis with the Department's Quarterly Delivery Report. Additionally, all changes (both increases and decreases) shall be reported to the Commission Executive Director on a monthly basis using reporting consistent with sections D.1 and D.2 above.

2.2 THEREFORE BE IT FURTHER RESOLVED, that this resolution superseded and replaces Resolution #G-16-12 and serves as a complete restatement of Resolution #G-12.

# Memorandum

**To**: CHAIR AND COMMISSIONERS **CTC Meeting**: June 26-27, 2019

**From**: SUSAN BRANSEN, Executive Director

**Reference Number**: 4.10, Action

**Prepared By**: Teri Anderson
Associate Deputy Director

**Published Date**: June 14, 2019

Subject: **Amendment to Resolution G-05-16 Delegation of Authority for Sub-Allocation and Adjustment of the SHOPP Minor Program**

**Issue:**

Should the California Transportation Commission (Commission) approve amendments to Resolution G-05-16?

**Recommendation:**

Commission staff recommends the Commission approve the attached Resolution G-19-05, amending Resolution G-05-16, to delegate Commission authority for sub-allocation and adjustment of the SHOPP Minor Program to the Director of the California Department of Transportation (Director).

**Background:**

In July 2005, the Commission delegated to the Director authority for sub-allocation and adjustment of the SHOPP Minor Program. The California Department of Transportation is required to submit a list of projects including descriptions and costs on an annual basis for Commission approval.

Updated guidelines for the State Highway Operation and Protection Program (SHOPP) are included for Commission adoption under Agenda Reference Number 4.12. The updated SHOPP guidelines necessitate changes to Resolution G-05-16 for consistency. Additionally, clarifying language was necessary to emphasize the requirement that SHOPP Minor Projects must be consistent with the Transportation Asset Management Plan.

Attachments:

- Attachment A: Resolution G-19-05 (a strikethrough version of this document is available upon request)

Reference No.: 4.10
June 26-27, 2019
Attachment A

**CALIFORNIA TRANSPORTATION COMMISSION**

**Delegation of Authority to the California Department of Transportation for Sub-allocation and Adjustment of the State Highway Operation and Protection Program Minor Program**

**RESOLUTION G-19-05**
**Amending Resolution G-05-16**

1.1 WHEREAS, the California Transportation Commission (Commission), pursuant to Streets and Highways Code Section 167(f), is authorized to define minor capital outlay projects; and

1.2 WHEREAS, the Commission, pursuant to Government Code Section 14533, shall allocate funds for transportation projects; and

1.3 WHEREAS, the Commission, pursuant to Government Code Section 7 and 14512, may request that the California Department of Transportation (Department) perform such work as the Commission deems necessary to carry out its duties and responsibilities; and

1.4 WHEREAS, delegation to the Department of minor capital construction project sub-allocations and/or adjustment authority would streamline and help in the management of the State Highway Operation and Protection Program (SHOPP) Minor Program; and

1.5 WHEREAS, it is desirable to reduce Commission workload by minimizing the number of routine financial resolutions being processed.

2.1 NOW THEREFORE, BE IT RESOLVED, that the following policies shall be in effect for minor capital construction project allocations, sub-allocations and adjustments:

A. In each biennial State Transportation Improvement Program (STIP) Fund Estimate the Commission will reserve funds for minor construction projects.

B. The Commission defines minor construction projects as having an upper limit of $1,250,000 for construction capital.

C. Annually, the Department will present for Commission review and acceptance a SHOPP Minor Program. The Department’s SHOPP Minor Program can be smaller than the STIP Fund Estimate minor construction reservation but in no event can it be larger.

D. The SHOPP Minor Program will be supported by a Minor A project list that, at a minimum, will include the following information for each project:

    1. Project description.

    2. District, county, route and post mile.

    3. Expenditure Authorization number.

    4. Project outputs.

    5. Estimated day labor expenditure.

    6. Estimated right-of-way expenditure.

    7. Estimated support expenditure.

    8. Estimated construction capital expenditure.

E. The SHOPP Minor Program will identify a total estimate for right-of-way, construction and support expenditures for Minor B projects.

F. The SHOPP Minor Program will contain the following total information:

    1. A total program sum for right-of-way capital that will be reflected and enumerated as a separate line item in the Department's annual right-of-way allocation.

    2. A total program sum for construction capital expenditure.

    3. A total program sum for support expenditure.

    4. A total program sum for day labor.

G. The Commission will annually allocate to the Department the total estimate needed for the SHOPP Minor Program.

H. The Director of the California Department of Transportation (Director) is authorized to sub-allocate the SHOPP Minor Program funds to individual Minor A projects that are enumerated on the Commission reviewed and accepted Minor A project list, and to Minor B projects.

I. Pursuant to the Commission Resolution G-19-12, the Director is delegated authority to increase individual project construction allocations to allow the advertisement, award, and completion of contracts within pre-established thresholds.

J. Any adjustments that exceed Commission established thresholds must be allocated by the Commission and do not establish a new funding capacity adjustment base for the project. All subsequent increases to the allocation must be presented to the Commission for approval.

K. Any Minor A project identified by the Department after Commission review and acceptance of the Department's Minor A project list must be allocated by the Commission.

L. The SHOPP Minor Program is reserved only for small SHOPP projects 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. The following additional procedures shall apply to SHOPP Minor Program projects:

1. When funds required to complete a Minor A project are greater than authorized, the following procedures shall be followed:

    a. When there has been no change in the scope of the project, any additional State funds will come from within the STIP Fund Estimate minor construction reservation.

    b. When there is a change in the scope of the project, the project must compete for funding with other projects in the normal SHOPP programming process.

2. The Minor B project limit is established to be consistent with the lower limit of the State Contract Act. The State Contract Act is reviewed each even numbered year by the Department of Finance and adjusted to be consistent with change in the annual California Construction Index. The Commission authorizes the Director to change the Minor B project limit and the Minor A project lower limit to an amount equal to the lower limit of projects subject to the State Contract Act as revised by the Department of Finance, and the Director shall inform the Commission of any such change within 45 days.

3. The Director is authorized to sub-allocate funds for Minor B projects to individual Districts.

4. Minor A financial contributions to STIP projects can only be allocated by the Commission and only after independent utility for the Minor A work and lack of responsibility by the STIP project

sponsor for the Minor A work is established and approved by the Director.

5. Projects funded jointly with Minor A funds and other non-STIP or non-SHOPP funds shall be administered as Minor A projects, irrespective of the total cost of the project.

M. The Director shall report all Minor A project sub-allocations made under this delegation to the Commission at the next scheduled Commission meeting following the project sub-allocation. At a minimum the report will contain the following information:

1. Project description.

2. District, county, route and post mile.

3. Expenditure Authorization number.

4. Project outputs.

5. Estimated construction expenditure as enumerated on the Commission reviewed and accepted Minor A project list.

6. Actual construction sub-allocation as authorized by the Director.

7. The Director will keep and report monthly a running balance against the Commission's annual SHOPP Minor Program allocation and against the STIP Fund Estimate minor construction reservation.

# Memorandum

**To**: CHAIR AND COMMISSIONERS **CTC Meeting**: June 26-27, 2019

**From**: SUSAN BRANSEN, Executive Director

**Reference Number**: 4.11, Action

**Prepared By**: Teri Anderson
Associate Deputy Director

**Published Date**: June 14, 2019

Subject: **Amendment to Resolution G-01-09 Delegation of Authority for Sub-Allocation and Adjustment of Right of Way Projects Programmed in the STIP and SHOPP**

**Issue:**

Should the California Transportation Commission (Commission) approve changes to Resolution G-01-09?

**Recommendation:**

Commission staff recommends the Commission approve the attached Resolution G-19-01, delegation of Commission authority to the Director of the California Department of Transportation for sub-allocation and adjustment of right of way projects programmed in the State Transportation Improvement Program (STIP) and State Highway Operation and Protection Program (SHOPP).

**Background:**

Resolution G-91-1 was originally approved in January 1991 by the Commission as an efficient way to allow orderly acquisition, relocation, and clearance activities to occur. In February 2001, Resolution G-91-1 was replaced by Resolution G-01-09.

Updated SHOPP guidelines for Commission adoption are provided under Agenda Reference Number 4.12. Revisions to the SHOPP guidelines necessitate changes to Resolution G-01-09 for consistency. One significant change is the requirement that projects with a programmed right of way capital amount of $10 million or more will be required to come to the Commission for an individual project allocation. A provision for those projects was also added to Resolution G-19-12.

Attachments:

- Attachment A: Resolution G-19-01 (a strikethrough version of this document is available upon request)

**CALIFORNIA TRANSPORTATION COMMISSION**

**Delegation of Authority to the Department of Transportation for Sub-allocation and Adjustment of Right-of-Way Projects Programmed in the STIP and SHOPP**

**RESOLUTION G-19-01**
**Amending Resolution G-01-09**

1.1 WHEREAS, the California Transportation Commission (Commission), pursuant to Government Code Sections 7 and 14512, may request that the California Department of Transportation (Department) perform such work as the Commission deems necessary to carry out its duties and responsibilities; and

1.2 WHEREAS, the Commission, pursuant to Government Code Section 14533, is authorized to allocate funds for transportation projects programmed in the State Transportation Improvement Program (STIP), and the State Highway Operation and Protection Program (SHOPP); and

1.3 WHEREAS, frequent adjustment of allotments are necessary to allow for orderly acquisition, relocation and clearance of right-of-way thereby accomplishing the Right-of-Way Capital Plan in the most effective and efficient manner as well as meeting construction schedules; and

1.4 WHEREAS, funds can only be allocated for acquisitions when such acquisitions comply with environmental laws; and

1.5 WHEREAS, it is desirable to reduce Commission workload by minimizing the number of routine financial resolutions being processed.

2.1 NOW THEREFORE BE IT RESOLVED, that annually (in June) the Department will present its Right-of-Way Capital Plan for the upcoming fiscal year to the Commission for review and acceptance. The plan will be supported by a project list that at a minimum will include the following information:

1. Project description and identification of source programming document.
2. Caltrans district, county, route, and post mile.
3. Caltrans Expenditure Authorization number and Planning Programming Number.
4. Planned right-of-way expenditure for the project included in the Right-of-Way Capital Plan for the upcoming fiscal year.

5. Total programmed right-of-way capital for the project.

6. Total right-of-way capital expenditures to date.

7. Fiscal year of programming for right-of-way capital.

2.2 BE IT FURTHER RESOLVED, that the Commission will make a yearly allocation for the total Right-of-Way Capital Plan (without project level allocations), and must approve any revisions to the total allocation required during the year; and

2.3 BE IT FURTHER RESOLVED, that the Director of the Department (Director) is hereby authorized to sub-allocate and adjust funds to individual projects for the acquisition of right-of-way, relocation of utilities, and other necessary related right-of-way activities; and

2.4 BE IT FURTHER RESOLVED, that notwithstanding the above limitations, the Director is authorized to allot funds for acquisition of hardship and protection parcels when, in his/her opinion, circumstances warrant such acquisitions; and

2.5 BE IT FURTHER RESOLVED, that 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 Project Approval and Environmental Document phase:

1. Permits to Enter

2. Environmental permit fees

3. Positive location of utilities

4. Agreements for Railroad Coordination

5. Preliminary title fees

2.6 BE IT FURTHER RESOLVED, that commitments for projects during the Project Approval and Environmental Document phase related to the items listed above are limited to five percent of the overall amount approved in the fiscal year Right-of-Way Capital Plan.

2.7 BE IT FURTHER RESOLVED, that the Department will report quarterly on right-of-way expenditures in the context of the Right-of-Way Capital Plan, including expenditures and significant advancement or delay of right-of-way acquisition for large parcels ($2 million or more in right-of-way capital) included in the Right-of-Way Capital Plan**.** The report shall include a summary, by program, of the funds programmed, allocated or sub-allocated, and expended; and

2.8 BE IT FURTHER RESOLVED, that changes to the sub-allocation amounts for individual projects must be included in the quarterly report; and

2.9 BE IT FURTHER RESOLVED, that any project identified by the Department as needing right-of-way capital after the Commission acceptance of the Right-of-Way Capital Plan will be reported in the quarterly report; and

2.10 BE IT FURTHER RESOLVED, that for any project with significant right-of-way acquisition delay the Department will include a statement of impact to the delivery of the construction phase of the project; and

2.11 BE IT FURTHER RESOLVED, that annually after the conclusion of the budget year, based on the Department's official book closing statement, the Department will report the actual Right-of-Way Capital Program level encumbrance status compared to the allocated amounts; and

2.12 BE IT FURTHER RESOLVED, that projects programmed with right-of-way capital for Fiscal Year 2019-20 or later with right-of-way capital of $10 million or more must receive Commission approval for project level allocations prior to expenditure of funds, with the exception of expenditures related to activities identified in section 2.5 above. 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.

2.13 THEREFORE BE IT FURTHER RESOLVED, that this resolution supersedes and replaces Resolution G-01-09.

# Memorandum

**To**: CHAIR AND COMMISSIONERS **CTC Meeting**: June 26-27, 2019

**From**: SUSAN BRANSEN, Executive Director

**Reference Number**: 4.12, Action

**Prepared By**: Teri Anderson
Associate Deputy Director

**Published Date**: June 14, 2019

Subject: **Adoption of the State Highway Operation and Protection Program Guidelines Resolution G-19-27**

**Issue:**

Should the California Transportation Commission (Commission) adopt the State Highway Operation and Protection Program (SHOPP) Guidelines?

**Recommendation:**

Commission staff recommends the Commission adopt the SHOPP Guidelines as proposed in Attachment B.

**Background:**

Commission staff held a workshop to discuss revisions to the SHOPP Guidelines on March 28, 2019. Subsequently, comments were considered and incorporated as necessary in the draft presented to the Commission at the May 2019 Commission meeting. Further edits to the draft presented at the May 2019 Commission meeting have been made through continued collaboration with the Department and other stakeholders. Attachment B is the final version of the SHOPP Guidelines.

Attachments:

- Attachment A: Resolution G-19-27 – Adoption of the SHOPP Guidelines
- Attachment B: SHOPP Guidelines (a strikethrough version of this document is available upon request)

**CALIFORNIA TRANSPORTATION COMMISSION**

**Adoption of the State Highway Operation and Protection Program Guidelines**

**RESOLUTION G-19-27**

1.1 WHEREAS, Government Code section 14526.5(a) requires the California Department of Transportation (Department) to prepare a State Highway Operation and Protection Program (SHOPP) for the expenditure of transportation funds for major capital improvements that are necessary to preserve and protect the state highway system; and

1.2 WHEREAS, Government Code section 14526.5(g) requires the California Transportation Commission (Commission), in consultation with the Department, to develop and adopt guidelines for the development, adoption, and management of the SHOPP; and

1.3 WHEREAS, the Commission adopted the Interim SHOPP Guidelines on June 28, 2017; and

1.4 WHEREAS, the Commission held a public workshop to discuss revisions to the SHOPP Guidelines on March 28, 2019; and

1.5 WHEREAS, the Draft SHOPP Guidelines were presented at the May 15, 2019 Commission meeting; and

1.6 WHEREAS, the Commission held a public hearing on the SHOPP Guidelines on June 26, 2019.

2.1 NOW, THEREFORE, BE IT RESOLVED, that the Commission hereby adopts the SHOPP Guidelines, as presented by Commission staff.

CALIFORNIA TRANSPORTATION COMMISSION

# STATE HIGHWAY OPERATION AND PROTECTION PROGRAM GUIDELINES

# CALIFORNIA TRANSPORTATION COMMISSION

# STATE HIGHWAY OPERATION AND PROTECTION PROGRAM GUIDELINES

Table of Contents

**I. INTRODUCTION ..... 4**
1. Purpose ..... 4
2. Commission Mission ..... 4
3. Guidelines Objectives ..... 4
4. Statutory Authority ..... 4
5. Applicability of SHOPP Guidelines ..... 4
6. Compliance with Federal and State Requirements ..... 5
7. Amendments to the Guidelines ..... 5
8. Delegation of Authority ..... 5
**II. SHOPP DOCUMENT OVERVIEW AND DEVELOPMENT ..... 5**
9. General ..... 5
10. SHOPP Preparation ..... 5
11. SHOPP Development Schedule ..... 7
12. Eligibility ..... 7
13. Display of Project Scope, Budget, Schedule, and Project Outputs ..... 8
14. Project Budget ..... 8
15. Project Milestone Dates ..... 9
16. Database ..... 9
**III. RELATED STATUTORY DOCUMENTS ..... 9**
17. Transportation Asset Management Plan ..... 9
18. State Highway System Management Plan ..... 10
**IV. FUNDING ..... 11**
19. Biennial STIP Fund Estimate ..... 11
20. State-Only Funding ..... 11
21. Joint State and Local Funding ..... 11
22. Grant Anticipation Revenue Vehicle (GARVEE) Bonding ..... 11
**V. ADOPTION/PROGRAMMING ..... 12**
23. SHOPP Submittal ..... 12
24. Adoption ..... 12
25. Project Initiation Documents ..... 13
26. Project Selections ..... 13
27. Programming Project Components Sequentially ..... 13
28. Programming of Long-Lead and Contingency Projects ..... 14
29. Multi-Modal Corridor Projects ..... 14
30. Completion of Environmental Process ..... 14
31. Programming Combined SHOPP and Non-SHOPP Projects ..... 15
32. Programming Escalations ..... 15

**VI. ALLOCATIONS ..... 15**
33. Safety Projects ..... 15
34. Emergency Condition Response Projects ..... 15
35. Minor Projects ..... 16
36. Allocation of Support and Construction Funds ..... 16
37. Allocation of Right of Way Capital ..... 18
**VII. MANAGEMENT & DELIVERY OF THE SHOPP ..... 19**
38. Scope, Cost, Schedule ..... 19
39. Management of Reservation Projects ..... 19
40. Management of Minor Projects ..... 19
41. Stewardship ..... 19
42. Timely Use of Funds for PA&ED, PS&E, and Construction Support Phases ..... 19
43. Timely Use of Funds for Right of Way Support and Capital ..... 20
44. Timely Use of Funds for Construction Capital ..... 21
45. Timely Use of Funds – Extension ..... 22
**VIII. CHANGE MANAGEMENT ..... 23**
46. Introduction ..... 23
47. Managing Within the Commission's Delegated Authority ..... 23
48. Changes via Commission Amendment ..... 24
49. Changes to Projects in the SHOPP Document ..... 24
**IX. REPORTING & ACCOUNTABILITY ..... 24**
50. SB 1 SHOPP Baseline Agreements ..... 24
51. Report on Targets and Performance Measures ..... 25
52. Report on Completed SHOPP Projects ..... 26
53. Efficiencies ..... 26
54. Accountability Reporting ..... 26
**X. APPENDICES ..... 27**
55. Appendix A: Index of Acronyms ..... 27
56. Appendix B: Statutory References ..... 28
57. Appendix C: Commission Resolution G-00-13 ..... 29
58. Appendix D: Commission Resolution G-19-01 ..... 31
59. Appendix E: Commission Resolution G-19-05 ..... 34
60. Appendix F: Commission Resolution G-06-13 ..... 38
61. Appendix G: Commission Resolution G-11-16 ..... 40
62. Appendix H: Commission Resolution G-19-12 ..... 43

# 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 the California Department of Transportation (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 the appendices:

- Resolution G-00-13: Project Development Costs
- Resolution G-19-01: Sub-allocation and Adjustment of Right of Way Capital
- Resolution G-19-05: Sub-allocation and Adjustment of the SHOPP Minor Program.
- Resolution G-06-13: Allocation of Funds for Safety Projects.
- Resolution G-11-16: Funding Emergency Condition Response Projects.
- Resolution G-19-12: 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.

It is the Commission's expectation that the Department will perform outreach and gather input from local partners in the development of the SHOPP. This should include, but not be limited to, stakeholder input on: the State Highway System Management Plan, the SHOPP Ten-Year Project Book, and the selection of new projects to be included in the four-year SHOPP Program.

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.

Each new SHOPP document shall include a summary for each item listed above and how the proposed submittal of projects meets the above expectations.

## 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 near ramps and interchanges to allow for safe acceleration and deceleration of entering and exiting vehicles.

b. Intersection modifications including traffic signals.

c. Slow vehicle lanes on conventional highways and four lane freeways, where justified on the basis of an engineering analysis.
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.

### 13. Display of Project Scope, Budget, Schedule, and Project Outputs

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.
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 project outputs for each project. The project outputs 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.
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:

- Project Approval and Environmental Document (PA&ED phase) (only

consists of support)

- Plans, Specifications, and Estimate (PS&E phase) (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 phase completion
- PS&E phase completion (signified as Ready to List (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 project outputs 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 transportation management system elements.

Notwithstanding the foregoing, SB 1 (Beall, Chapter 5, Statutes 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.

On March 21, 2018, the Commission approved the Transportation Asset Management Plan, the annual performance benchmarks for the four primary asset classes (bridges, pavements, drainage systems, and transportation management system elements), and the annual performance targets for all supplementary asset classes.

### 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. Grant Anticipation Revenue Vehicle (GARVEE) Bonding

If the fund estimate forecasts 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 project outputs. 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 State Transportation Improvement Program. 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 project outputs. 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 project outputs from initiation through construction completion. Development of the Project Initiation Documents should include input from local stakeholders as appropriate.

### 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 project outputs must be identified and be consistent with the Transportation Asset Management Plan. Stakeholder input should be considered when selecting projects for the SHOPP document.

### 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 FTIP 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-19-12 until all other non-SHOPP funds committed to the project have been expended.

### 32. Programming Escalations

Caltrans is responsible for applying 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-19-05, 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 plans, specifications, and estimate are 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 contract costs

are considered design phase expenditures. Upon award of the construction contract, the contractor shifts to the General Contractor role, and 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-19-01, 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
- Agreements for Railroad Coordination
- Preliminary title fees

Commitments related to the items listed above are limited to five percent of the overall amount approved in the Fiscal Year Right of Way Capital Plan.

Starting with projects that are programmed with right of way capital for Fiscal Year 2019-20 or later, projects with right of way capital programming 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. If a project is individually allocated and project development fees are expended prior to environmental clearance, those

expenditures will be paid from Caltrans' sub-allocation.

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 Capital Plan will need to be reported in the quarterly report, including information on how the additional right of way costs will be managed.

# 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

Pursuant to Commission Resolution G-19-05, 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 Phases

The following requirements apply to timely use of funds allocated by the Commission for SHOPP PA&ED, PS&E, and Construction support phases:

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 the PA&ED and PS&E support phases must initiate expenditure within six 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 the PA&ED and PS&E phases, 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 six 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-19-12.

e. Changes to project outputs 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-19-12, 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 the PA&ED or PS&E phases, 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.

### 49. Changes to Projects in the SHOPP Document

Every two years, with the adoption of the new SHOPP document, project components listed in the SHOPP must be updated, consistent with the TAMP, with its most current estimate so long as that component has not received an allocation of funds. Once allocated, the component must be managed by Caltrans consistent with Commission Resolution G-19-12 parameters. Any project component that has expended its allocation plus its G-19-12 authority must receive a supplemental allocation of funds from the Commission. Caltrans is responsible for implementing a change management process to manage and document the SHOPP cycle changes internally. These SHOPP changes must be identified, documented, and finalized by January of each even year.

## IX. REPORTING & ACCOUNTABILITY

### 50. 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.

### 51. 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 project outputs 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.

### 52. 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.

### 53. 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.

### 54. 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, and the estimated useful life of the project's primary output.

b. Caltrans shall report quarterly and more often as requested by the Commission on the progress it has made in achieving the 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.

# X. APPENDICES

## 55. Appendix A: Index of Acronyms

CEQA..... California Environmental Quality Act (State)
CTIPS ..... California Transportation Improvement Program System
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
PS&E ..... Plans, Specifications, and Estimate
RTL ..... Ready to List
SB ..... Senate Bill
SHOPP ..... State Highway Operation and Protection Program
STIP..... State Transportation Improvement Program
TAMP..... Transportation Asset Management Plan

## 56. 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, (Beall, Chapter 5, Statutes of 2017);
f. Commission Resolutions including, but not limited to: G-00-13, G-19-01, G-19-05, G-06-13, G-11-16, and G-19-12.
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.

## 57. Appendix C: Commission Resolution G-00-13

**CALIFORNIA TRANSPORTATION COMMISSION**

**Reporting and Programming of SHOPP Project Development Costs**

**RESOLUTION G-00-13**

1.0 WHEREAS the State Highway Operation and Protection Program (SHOPP) is a four-year program of major capital improvement projects that are necessary to preserve and protect the safety and integrity of the State highway system, and

1.1 WHEREAS legislation in 1989 (Transportation Blueprint for the Twenty-first Century) created the SHOPP, separated it from the State Transportation Improvement Program (STIP), and provided that funding would be set aside for it in each biennial fund estimate, without regard to county shares, and

1.2 WHEREAS legislation in 1997 (SB 45, Kopp) required that the STIP include costs for project support components as well as costs for right-of-way and construction capital outlay, and

1.3 WHEREAS the current STIP includes many projects programmed for environmental or design work without programming for right-of-way or construction, and

1.4 WHEREAS Caltrans has included project support costs in the SHOPP only for projects programmed for right-of-way or construction, and

1.5 WHEREAS Caltrans receives appropriations for SHOPP support resources, consistent with the adopted Fund Estimate, through the annual approval of the State Budget by the Governor and the Legislature, and

1.6 WHEREAS the Commission is charged by law with approving the biennial SHOPP after reviewing the program relative to its overall adequacy, the level of annual funding needed to implement the program, and the impact of those expenditures on the STIP, and

1.7 WHEREAS the Commission allocates funds for the construction of individual SHOPP and STIP projects, and

1.8 WHEREAS the Commission has delegated to Caltrans broad authority to manage the SHOPP, including the authority to amend projects into the SHOPP between biennial SHOPP approvals, subject to the program remaining within the amount assigned to the SHOPP in the fund estimate, and

1.9 WHEREAS Caltrans has frequently amended projects into the SHOPP at or immediately prior to the time of project allocation, so that projects have been developed and delivered without prior notice to the Commission , and

1.10 WHEREAS resources used to develop SHOPP projects may have a bearing on resources available to develop STIP projects, and

1.11 WHEREAS, at the Commission's request, Caltrans presented at the June 2000 meeting a list of SHOPP projects with project development either underway or completed, which were not included in the approved 2000 SHOPP for right-of- way or construction,

2.0 NOW THEREFORE BE IT RESOLVED THAT it is the Commission's intent that Caltrans not undertake project development work on SHOPP projects until they are included in the SHOPP, with amendments made under delegated authority, and with such amendments to be reported to the Commission at its next regular meeting, and

2.1 BE IT FURTHER RESOLVED THAT the Commission asks Caltrans to provide to the Commission, not later than the Commission's August 2000 meeting, an updated 2000 SHOPP that includes all Caltrans preconstruction project support work on SHOPP-eligible projects, and

2.2 BE IT FURTHER RESOLVED THAT the Commission encourages the programming of SHOPP projects for project development only, where appropriate, and especially for projects that require major environmental work or otherwise require longer periods to develop, and

2.3 BE IT FURTHER RESOLVED THAT the Commission also encourages the programming of SHOPP projects for project development only to develop a shelf of work that can be released as appropriate.

## 58. Appendix D: Commission Resolution G-19-01

### CALIFORNIA TRANSPORTATION COMMISSION

### Delegation of Authority to the Department of Transportation for Sub-allocation and Adjustment of Right-of-Way Projects Programmed in the STIP and SHOPP

### RESOLUTION G-19-01
### Amending Resolution G-01-09

1.1 WHEREAS, the California Transportation Commission (Commission), pursuant to Government Code Sections 7 and 14512, may request that the California Department of Transportation (Department) perform such work as the Commission deems necessary to carry out its duties and responsibilities; and

1.2 WHEREAS, the Commission, pursuant to Government Code Section 14533, is authorized to allocate funds for transportation projects programmed in the State Transportation Improvement Program (STIP), and the State Highway Operation and Protection Program (SHOPP); and

1.3 WHEREAS, frequent adjustment of allotments are necessary to allow for orderly acquisition, relocation and clearance of right-of-way thereby accomplishing the Right-of-Way Capital Plan in the most effective and efficient manner as well as meeting construction schedules; and

1.4 WHEREAS, funds can only be allocated for acquisitions when such acquisitions comply with environmental laws; and

1.5 WHEREAS, it is desirable to reduce Commission workload by minimizing the number of routine financial resolutions being processed.

2.1 NOW THEREFORE BE IT RESOLVED, that annually (in June) the Department will present its Right-of-Way Capital Plan for the upcoming fiscal year to the Commission for review and acceptance. The plan will be supported by a project list that at a minimum will include the following information:

1. Project description and identification of source programming document.
2. Caltrans district, county, route, and post mile.
3. Caltrans Expenditure Authorization number and Planning Programming Number.
4. Planned right-of-way expenditure for the project included in the Right-of-Way Capital Plan for the upcoming fiscal year.

5. Total programmed right-of-way capital for the project.

6. Total right-of-way capital expenditures to date.

7. Fiscal year of programming for right-of-way capital.

2.2 BE IT FURTHER RESOLVED, that the Commission will make a yearly allocation for the total Right-of-Way Capital Plan (without project level allocations), and must approve any revisions to the total allocation required during the year; and

2.3 BE IT FURTHER RESOLVED, that the Director of the Department (Director) is hereby authorized to sub-allocate and adjust funds to individual projects for the acquisition of right-of-way, relocation of utilities, and other necessary related right-of-way activities; and

2.4 BE IT FURTHER RESOLVED, that notwithstanding the above limitations, the Director is authorized to allot funds for acquisition of hardship and protection parcels when, in his/her opinion, circumstances warrant such acquisitions; and

2.5 BE IT FURTHER RESOLVED, that 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 Project Approval and Environmental Document phase:

1. Permits to Enter

2. Environmental permit fees

3. Positive location of utilities

4. Agreements for Railroad Coordination

5. Preliminary title fees

2.6 BE IT FURTHER RESOLVED, that commitments for projects during the Project Approval and Environmental Document phase related to the items listed above are limited to five percent of the overall amount approved in the fiscal year Right-of-Way Capital Plan.

2.7 BE IT FURTHER RESOLVED, that the Department will report quarterly on right-of-way expenditures in the context of the Right-of-Way Capital Plan, including expenditures and significant advancement or delay of right-of-way acquisition for large parcels ($2 million or more in right-of-way capital) included in the Right-of-Way Capital Plan**.** The report shall include a summary, by program, of the funds programmed, allocated or sub-allocated, and expended; and

2.8 BE IT FURTHER RESOLVED, that changes to the sub-allocation amounts for individual projects must be included in the quarterly report; and

2.9 BE IT FURTHER RESOLVED, that any project identified by the Department as needing right-of-way capital after the Commission acceptance of the Right-of-Way Capital Plan will be reported in the quarterly report; and

2.10 BE IT FURTHER RESOLVED, that for any project with significant right-of-way acquisition delay the Department will include a statement of impact to the delivery of the construction phase of the project; and

2.11 BE IT FURTHER RESOLVED, that annually after the conclusion of the budget year, based on the Department's official book closing statement, the Department will report the actual Right-of-Way Capital Program level encumbrance status compared to the allocated amounts; and

2.12 BE IT FURTHER RESOLVED, that projects programmed with right-of-way capital for Fiscal Year 2019-20 or later with right-of-way capital of $10 million or more must receive Commission approval for project level allocations prior to expenditure of funds, with the exception of expenditures related to activities identified in section 2.5 above. 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.

2.13 THEREFORE BE IT FURTHER RESOLVED, that this resolution supersedes and replaces Resolution #G-01-09.

## 59. Appendix E: Commission Resolution G-19-05

### CALIFORNIA TRANSPORTATION COMMISSION

### Delegation of Authority to the Department of Transportation for Sub-allocation and Adjustment of the SHOPP Minor Program

### RESOLUTION G-19-05
### Amending Resolution G-05-16

1.1 WHEREAS, the California Transportation Commission (Commission), pursuant to Streets and Highways Code Section 167, is authorized to define minor capital outlay projects; and

1.2 WHEREAS, the Commission, pursuant to Government Code Section 14533, shall allocate funds for transportation projects; and

1.3 WHEREAS, the Commission, pursuant to Government Code Section 7 and 14512, may request that the California Department of Transportation (Department) perform such work as the Commission deems necessary to carry out its duties and responsibilities; and

1.4 WHEREAS, delegation to the Department of minor capital construction project sub-allocations and/or adjustment authority would streamline and help in the management of the State Highway Operation and Protection Program (SHOPP) Minor Program; and

1.5 WHEREAS, it is desirable to reduce Commission workload by minimizing the number of routine financial resolutions being processed.

2.1 NOW THEREFORE, BE IT RESOLVED, that the following policies shall be in effect for minor capital construction project allocations, sub-allocations and adjustments:

A. In each biennial State Transportation Improvement Program (STIP) Fund Estimate the Commission will reserve funds for minor construction projects.

B. The Commission defines minor construction projects as having an upper limit of $1,250,000 for construction capital.

C. Annually, the Department will present for Commission review and acceptance a SHOPP Minor Program. The Department's SHOPP Minor Program can be smaller than the STIP Fund Estimate minor construction reservation but in no event can it be larger.

D. The SHOPP Minor Program will be supported by a Minor A project list that, at a minimum, will include the following information for each project:

    1. Project description.
    2. District, county, route and post mile.
    3. Expenditure Authorization number.
    4. Project outputs.
    5. Estimated day labor expenditure.
    6. Estimated right-of-way expenditure.
    7. Estimated support expenditure.
    8. Estimated construction capital expenditure.

E. The SHOPP Minor Program will identify a total estimate for right-of-way, construction and support expenditures for Minor B projects.

F. The SHOPP Minor Program will contain the following total information:

    1. A total program sum for right-of-way capital that will be reflected and enumerated as a separate line item in the Department's annual right-of-way allocation.
    2. A total program sum for construction capital expenditure.
    3. A total program sum for support expenditure.
    4. A total program sum for day labor.

G. The Commission will annually allocate to the Department the total estimate needed for the SHOPP Minor Program.

H. The Director of the California Department of Transportation (Director) is authorized to sub-allocate the SHOPP Minor Program funds to individual Minor A projects that are enumerated on the Commission reviewed and accepted Minor A project list, and to Minor B projects.

I. Pursuant to the Commission Resolution G-19-12, the Director is delegated authority to increase individual project construction allocations to allow the advertisement, award and completion of contracts within pre-established thresholds.

J. Any adjustments that exceed Commission established thresholds must be allocated by the Commission and do not establish a new funding capacity adjustment base for the project. All subsequent increases to the allocation must be presented to the Commission for approval.

K. Any Minor A project identified by the Department after Commission review and acceptance of the Department's Minor A project list must be allocated by the Commission.

L. The SHOPP Minor Program is reserved only for small SHOPP projects 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. The following additional procedures shall apply to SHOPP Minor Program projects:

    1. When funds required to complete a Minor A project are greater than authorized, the following procedures shall be followed:

        a. When there has been no change in the scope of the project, any additional State funds will come from within the STIP Fund Estimate minor construction reservation.

        b. When there is a change in the scope of the project, the project must compete for funding with other projects in the normal SHOPP programming process.

    2. The Minor B project limit is established to be consistent with the lower limit of the State Contract Act. The State Contract Act is reviewed each even numbered year by the Department of Finance and adjusted to be consistent with change in the annual California Construction Index. The Commission authorizes the Director to change the Minor B project limit and the Minor A project lower limit to an amount equal to the lower limit of projects subject to the State Contract Act as revised by the Department of Finance, and the Director shall inform the Commission of any such change within 45 days.

    3. The Director is authorized to sub-allocate funds for Minor B projects to individual Districts.

    4. Minor A financial contributions to STIP projects can only be allocated by the Commission and only after independent utility for the Minor A work and lack of responsibility by the STIP project sponsor for the Minor A work is established and approved by the Director.

5. Projects funded jointly with Minor A funds and other non-STIP or non-SHOPP funds shall be administered as Minor A projects, irrespective of the total cost of the project.

M. The Director shall report all Minor A project sub-allocations made under this delegation to the Commission at the next scheduled Commission meeting following the project sub-allocation. At a minimum the report will contain the following information:

1. Project description.

2. District, county, route and post mile.

3. Expenditure Authorization number.

4. Project outputs.

5. Estimated construction expenditure as enumerated on the Commission reviewed and accepted Minor A project list.

6. Actual construction sub-allocation as authorized by the Director.

7. The Director will keep and report monthly a running balance against the Commission's annual SHOPP Minor Program allocation and against the STIP Fund Estimate minor construction reservation.

## 60. Appendix F: Commission Resolution G-06-13

**CALIFORNIA TRANSPORTATION COMMISSION**

**Cancellation of Delegated Allocation Resolutions**

**Resolution G-06-13**
**Replacing Resolution G-01-03, G-01-04, G-01-06, G-01-07 and Amending Resolution G-03-10**

1.1 WHEREAS, transportation capital outlay and local assistance funds are appropriated by the Legislature subject to allocation by the Commission; and

1.2 WHEREAS, the Commission in 2001 delegated some of its transportation capital outlay and local assistance funds allocation authority to Caltrans; and

1.3 WHEREAS, the Commission since January 2003 has annually suspended all delegated allocation authority except for state highway emergency, safety and seismic retrofit projects.

2.1 NOW THEREFORE BE IT RESOLVED, that the Commission cancels all individual project allocation delegations given to Caltrans as enumerated by G resolution number below; and

2.2 BE IT FURTHER RESOLVED, that Resolution G-03-10 is amended to delete the pavement rehabilitation delegation; and

2.3 BE IT FURTHER RESOLVED, that emergency, safety, minor program and seismic retrofit allocation delegations remain in force.

G Resolutions cancelled:

Resolution G-01-03. Project Development Components of Local Grant Projects Programmed in the STIP

Resolution G-01-04. Local Street and Road Pavement Rehabilitation Projects Programmed in the STIP

Resolution G-01-05. RSTP/CMAQ and TEA Match Reserves Programmed in the STIP

Resolution G-01-06. Planning, Programming and Monitoring Activities Programmed in the STIP

Resolution G-01-07. Rideshare Projects Programmed in the STIP

G-Resolutions amended:

Resolution G-03-10. State Highway Pavement Rehabilitation and Safety Projects (only pavement rehabilitation portion cancelled)

## 61. Appendix G: Commission Resolution G-11-16

### CALIFORNIA TRANSPORTATION COMMISSION

### Authorization for Funding Emergency Condition Response Projects

### Resolution G-11-16
### Amending Resolution G-00-11

1.1 WHEREAS, the occurrence of floods, slides, earthquakes, material failures, slip-outs, unusual accidents and other similar events can suddenly endanger or damage State-owned transportation facilities and property in such a manner that the condition:

1. Places either people or property in jeopardy; or
2. Causes or threatens to cause closure of a transportation access which is necessary for:
    - Other emergency assistance efforts, or
    - The effective functioning of an area's services, commerce, manufacture and agriculture, or
    - People in the area to reach their homes and employment; or
3. Creates either an excessive increase in transportation congestion and delay, or an excessive increase in the necessary distances traveled.

1.2 WHEREAS, in such emergencies, the California Department of Transportation's ability to respond promptly with effective action can be impaired if it lacks authority to immediately fund those emergency condition response projects needed to alleviate such conditions which cannot be categorized as either maintenance or Minor B Capital projects; and,

1.3 WHEREAS, passage of Senate Bill 486 (Chapter 917, Statutes of 2014) increased California Transportation Commission (Commission) responsibility for the State Highway Operation and Protection Program (SHOPP); and,

2.1 NOW, THEREFORE, BE IT RESOLVED, that the California Director of Transportation (Director) is authorized to allocate monies for emergency condition response Major Construction and Minor A Capital projects, Right of Way Acquisition and commensurate Capital Outlay Support from the appropriate source of State and Federal funds when any of the conditions described above require the immediate performance of work on State-owned transportation facilities and property or related work in adjacent areas, with the

understanding that these actions will be reported to the Commission at its next meeting; and,

2.2 BE IT FURTHER RESOLVED, that the Director is authorized to allocate monies to fund follow-up restoration projects associated with and that immediately follow an emergency condition response project, with the understanding that these actions will be identified and reported to the Commission as "follow-up restoration" projects at its next meeting; and,

2.3 BE IT FURTHER RESOLVED, that follow-up restoration projects that follow by a year or more the emergency condition event that caused the project, qualify for G-11 allocation by the Director, but the report to the Commission must state the unforeseen conditions causing the delay; and,

2.4 BE IT FURTHER RESOLVED, that the Director may adjust the funds allocated for emergency condition response projects and follow-up restoration projects provided that the adjustment allotments are within the limits enumerated in the table below, and the base for calculating the allotment adjustments is the original G-11 funding amount to mitigate the conditions resulting from the emergency event or the original G-11 funding amount for a follow-up restoration project; and,

| ORIGINAL G-11 ALLOCATION | CLOSE OUT AND COMPLETE ALLOCATION ADJUSTMENT LIMIT |
|---|---|
| Up to $1,000,000 | 20% of original G-11 allocation amount |
| $1,000,000 to $10,000,000 | $100,000 plus 10% of original G-11 allocation amount |
| $10,000,000 to $50,000,000 | $600,000 plus 5% of original G-11 allocation amount |
| $50,000,000 to $100,000,000 | $1,850,000 plus 2.5% of original G-11 allocation amount |
| Over $100,000,000 | $3,100,000 plus 1.25% of original G-11 allocation amount |

2.5 BE IT FURTHER RESOLVED, that the Director is required to submit a monthly report to the Commission's Executive Director on all allotment adjustments made by the Director to G-11 funded projects. The report shall list all projects which received Director approved increases or decreases during the prior month, including allocations revised downward to match lower contract allotment amounts. At a minimum the Director will include the following information: project identifiers (PPNO & EA), description of work, original Director G-11 allocation amount including full history of any subsequent supplemental G-11 funds, and the Director's revised allocation; and,

2.6 BE IT FURTHER RESOLVED, that the Commission-adopted SHOPP program establishes an annual reservation amount for emergency condition response project allocations. The Director must request the Commission to amend the adopted SHOPP program to increase the annual reservation amount in the event additional emergency condition response funding is required in excess of the reservation. The amendment should be requested at the next regularly scheduled Commission meeting following the identification by the Director that additional emergency condition response funding is required; and,

2.7 BE IT FURTHER RESOLVED, that the Director is required to submit an annual close-out report at the conclusion of each fiscal year containing the total amount allocated for emergency condition response projects and total abatement amount collected. The report shall list all projects which received allocations. At a minimum the close-out report will include for each emergency condition response project:

- Location and brief scope of work,
- Date of incident or emergency,
- Cause of emergency condition,
- Amount allocated for capital construction, right of way acquisition and commensurate capital outlay support,
- Actual dates for allocation, contract award and begin construction, and
- Actual or projected dates for construction completion and project close-out.

## 62. Appendix H: Commission Resolution G-19-12

### CALIFORNIA TRANSPORTATION COMMISSION

### Delegation of Authority to Adjust Project Allocations And Modify Project Descriptions

### RESOLUTION G-19-12
### Replacing Resolution G-16-12

1.1 WHEREAS, the California Transportation Commission (Commission) adopted Resolution #G-12, delegation of authority to adjust project allocations and modify project descriptions to the Director of the California Department of Transportation (Director) on July 28, 1978; and

1.2 WHEREAS, over the years Resolution #G-12 was revised by Resolutions #G-83-6, #G-85-10, #G-88-18, #G-89-23, #G-90-24, #G-95-08, #G-98-12, #G-02-12, #G-09-12, and #G-16-12; and

1.3 WHEREAS, the delegation greatly reduces the volume of financial transactions submitted to the Commission and increased the efficiency of the Department of Transportation (Department) in processing changes; and

1.4 WHEREAS, passage of Senate Bill 486 (DeSaulnier, Chapter 917, Statutes of 2014) increased Commission responsibility for the State Highway Operation and Protection Program (SHOPP).

2.1 NOW THEREFORE, BE IT RESOLVED, that the following policies shall be in effect for capital allocations and project support allocations by the Commission for State Transportation Improvement Program (STIP), SHOPP, and SHOPP Minor projects:

A. The Director is authorized to increase individual project construction capital allocations of STIP and/or SHOPP projects to allow the advertisement, award, and completion of contracts within the following limits:

1. For programmed STIP and SHOPP projects receiving a Commission allocation of less than $1,000,000, the Director may adjust the funds allocated for construction capital provided the adjustment does not increase the Commission's allocation by more than $200,000.

2. For programmed STIP and SHOPP projects receiving a Commission allocation of $1,000,000 or more, the Director may adjust the funds allocated for construction capital provided the

adjustment does not increase the Commission's allocation by more than $200,000 plus 10 percent of the initial Commission allocation.

3. When a programmed STIP or SHOPP project is awarded for less than the Commission construction capital allocation amount, the above authorized allocation increase is to be based upon the contract allotment including such items as contingencies, supplemental work, and state furnished materials, if any, rather than on the initial Commission allocation amount.

4. For projects enumerated on the Commission reviewed and accepted Minor A project list, the Director may adjust the funds sub-allocated for construction capital provided that the adjustment does not exceed the estimated construction capital expenditure by more than $200,000.

5. For SHOPP Minor B projects, the Director may adjust the funds sub-allocated for construction capital provided that the adjustment does not exceed 110 percent of the Minor B project limit defined as an amount equal to the lower limit of projects subject to the State Contract Act as revised by the Department of Finance.

6. Any adjustment that exceeds the authorized limits described above must be allocated by the Commission. In addition, all subsequent increases to the allocation must be presented to the Commission for approval.

7. Any allocation adjustment for programmed STIP, SHOPP, and Minor SHOPP projects is assumed to be proportionate to any non-state funding on the project, unless the project was programmed for non-proportional funding per STIP Guidelines.

8. The Director will review all allocation adjustment requests for appropriateness and need prior to approval.

B. The Director is authorized to modify Commission adopted project descriptions to meet unforeseen conditions and to correct project description errors in order to proceed with the advertisement of projects provided that:

1. Such revisions do not change the Commission's intent with regard to an individual project's program component, principal

purpose, primary characteristics, project output and general location.

2. Any cost increase resulting from the proposed change in project description is within the limits authorized to the Director under item A above.

3. Any needed project scope change, which exceeds the authorized limits described above, must be approved by the Commission.

C. The Director is authorized to split or combine allocated projects in close geographical proximity for ease and economy of contract administration provided that:

1. The amount of a combined project does not exceed the sum of the individual approved projects, and the amount of split projects does not exceed the allocation for the original project.

2. When two or more STIP and/or SHOPP programmed projects are combined, the cost increase limits authorized under item A above are based on the total cost of the combined project as though it was a single project. When a STIP and/or SHOPP programmed project is split, the cost increase authorized under item A above shall be based on the contract allotment of each portion.

3. When two or more SHOPP Minor A projects are combined, the combined project will be considered a single Minor A capital outlay project for accounting purposes. The cost increase limits authorized under Item A above shall be individually determined for each of the Minor A projects involved.

4. When a SHOPP Minor A project is combined with a SHOPP project, the combined project will be considered a single SHOPP programmed capital outlay project for cost increase limits authorized under item A above and accounting purposes.

5. When an independently designed and allocated SHOPP programmed project is combined with a STIP programmed project for construction purposes, the cost increase limits authorized under item A above shall be individually determined and accounted for the SHOPP portion and the STIP portion of the combined project.

6. When an independently designed and allocated SHOPP Minor A project is combined with a STIP programmed project for construction purposes, the cost increase limits authorized under Item A above shall be individually determined and accounted, for the SHOPP Minor A portion and the STIP portion of the combined project.

D. The Director shall report all capital outlay allocation changes made under this delegation (both increases and decreases) to the Commission Executive Director on a monthly basis. At a minimum, the report will contain the following information:

1. A listing of projects which received increases or decreases during the prior month, including allocations revised downward to match lower contract allotment amounts. The project listing shall include the following information for each project: project identifiers (Planning Programming Number, Expenditure Authorization number, and Enterprise Resource Planning Financial Infra-Structure number), project type (STIP, SHOPP or SHOPP Minor), description of work, initial Commission allocation data and amount, current allocation amount, and the Director revised allocation amount.

2. A cumulative total of Director approved increases and decreases to funds allocated by the Commission during the fiscal year. It is intended that over time the Director approved decreases will be offset by the Director approved increases.

3. The Director shall provide a summary of the capital outlay allocation changes on a quarterly basis with the Department's Quarterly Delivery Report.

E. The delegation of authority to adjust project allocations under this resolution does not apply to project allocations that the Commission previously adjusted in accordance with Streets and Highways Code section 188.8(d)(3), as first authorized by AB 608 (Chapter 815, Statutes of 2001). The Commission must approve any further adjustments.

F. The Director is authorized to increase Commission approved STIP and SHOPP project support component values; environmental studies and permits, preparation of plans, specifications, and estimates, right of way support, and construction support to

facilitate project delivery and construction completion within the following limits:

1. For projects with total support component value of less than $1,000,000, the Director may adjust individual support components, provided the adjustment is undertaken prior to over expenditure of funds and does not increase the total Commission approved support value by more than $200,000.

2. For projects with total support component value of $1,000,000 or more, the Director may adjust individual components, provided the adjustment is undertaken prior to over expenditure of funds and does not increase the total Commission approved support value by more than $200,000 plus 10 percent of the Commission approved value.

3. The basis for calculating the adjustment authority limits is the cost in the most recent Commission adopted programming document as amended by Commission action.

4. Any adjustments that exceed the authorized limits described above must be approved by the Commission. In addition, all subsequent increases to the cost shall be presented to the Commission for approval.

5. The Director will review all allocation adjustment requests for appropriateness and need prior to approval.

6. The Director shall report a summary of project support component increases on a quarterly basis with the Department's Quarterly Delivery Report. Additionally, all project support component changes (both increases and decreases) shall be reported to the Commission Executive Director on a monthly basis using reporting consistent with sections D.1 and D.2 above.

G. The Director is authorized to increase Commission approved STIP and/or SHOPP right of way capital allocations for projects programmed with right of way capital for Fiscal Year 2019-20 or later with right of way capital of $10 million or more that received an individual allocation within the following limits:

1. The Director may adjust individual allocations, provided the adjustment is undertaken prior to over expenditure of funds and does not increase the total Commission approved right of way

capital value by more than $200,000 plus 10 percent of the Commission approved value.

2. The basis for calculating the adjustment authority limits is the cost in the most recent Commission adopted programming document as amended by Commission action.

3. Any adjustments that exceed the authorized limits described above must be approved by the Commission. In addition, all subsequent increases to the cost shall be presented to the Commission for approval.

4. The Director will review all allocation adjustment requests for appropriateness and need prior to approval.

5. The Director shall report a summary of project right of way capital increases on a quarterly basis with the Department's Quarterly Delivery Report. Additionally, all changes (both increases and decreases) shall be reported to the Commission Executive Director on a monthly basis using reporting consistent with sections D.1 and D.2 above.

2.2 THEREFORE BE IT FURTHER RESOLVED, that this resolution superseded and replaces Resolution #G-16-12 and serves as a complete restatement of Resolution #G-12.

# Memorandum

**To**: CHAIR AND COMMISSIONERS **CTC Meeting**: June 26-27, 2019

**From**: SUSAN BRANSEN, Executive Director

**Reference Number**: 4.13, Action

**Prepared By**: Jon Pray
Assistant Deputy Director

**Published Date**: June 14, 2019

Subject: **Approval of SHOPP Project Baseline Agreements**
**Resolution SHOPP-P-1819-13B**

**Issue:**

Should the California Transportation Commission (Commission) approve eight 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 eight 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) |
|---|---|---|---|---|
| 01 | 0C570 | Humboldt | 101 | King Salmon Rehab 2R |
| 03 | 0F280 | Sacramento | 99 | Cosumnes River Bridge Replacement - CMGC Project |
| 03 | 3F060 | Glenn | 162 | Butte City Bridge Replacement |
| 03 | 4F380 | Yuba | 70 | Yuba 70 Safety Segment 4 & 5 |
| 04 | 0J620 | Alameda | 680 | ALA-680 Roadway Rehabilitation |
| 07 | 31350 | Los Angeles | 1 | Fish Passage and Culverts |
| 07 | 33260 | Los Angeles | 10 | Type 60 Barrier & High Mast LED Lighting System |
| 08 | 0E33U | San Bernardino | 60 | SBD-60 - Add WB Aux Lane, Add EB Decel Lane |

**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.

State of California
**DEPARTMENT OF TRANSPORTATION**

California State Transportation Agency

# MEMORANDUM

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

**CTC Meeting**: June 26-27, 2019

**From**: STEVEN KECK, Chief Financial Officer

**Reference Number**: 2.1a.(1), Action Item

**Prepared By**: Bruce De Terra, Chief
Division of Transportation Programming

**Subject**: **SHOPP AMENDMENT 18H-010**

## 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-010?

## RECOMMENDATION:

The Department recommends that the Commission approve SHOPP Amendment 18H-010 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, Mandates 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 | 21 | $49,237 | $0 | $0 | $59,166 |
| Collision Reduction | 5 | $0 | $0 | $8,773 | $54,605 |
| Mandates | 1 | $0 | $5,100 | $0 | $0 |
| Total New Amendments | 27 | $49,237 | $5,100 | $8,773 | $113,771 |

The Department recommends two additional new capital projects amended into the 2018 SHOPP, targeted to the four asset classes highlighted in Senate Bill 1, as detailed in Attachment 2 and summarized below. The amendment would be funded from the Bridge Preservation and the Roadway Preservation components of Senate Bill 1. These projects are consistent with the 2018 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) |
|---|---|---|---|---|---|
| Bridge Preservation | 1 | $0 | $11,235 | $0 | $0 |
| Roadway Preservation | 1 | $0 | $9,553 | $0 | $0 |
| Total New Amendments | 2 | $0 | $20,788 | $0 | $0 |

Also, the Department recommends to begin the development of three new Long Lead projects, as detailed in Attachment 3 and Attachment 4. Resolution G-00-13, established in June 2000, provides the Department with authority to develop Long Lead SHOPP projects which require 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 4, Attachment 5, Attachment 6 and Attachment 7, 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<br>01-Hum-169<br>33.7<br>2529<br>0119000075<br>0J660 | Near Weitchpec, at 0.1 mile west of Route 96. Repair failed slope. | 18-19 | PA&ED<br>PS&E<br>R/W Sup<br>Con Sup<br>R/W Cap<br>Const Cap<br>Total | $0<br>$0<br>$10<br>$350<br>$10<br>$950<br>$1,320 | <br><br>18-19<br>18-19<br>18-19<br>18-19 | 201.130<br>Assembly: 2<br>Senate: 2<br>Congress: 2<br><br>1 Location(s) |
| 2<br>01-Men-1<br>14.8<br>4728<br>0119000074<br>0J650 | Near Point Arena, at 0.1 mile south of Iverson Avenue. Repair failed culvert and roadway. | 18-19 | PA&ED<br>PS&E<br>R/W Sup<br>Con Sup<br>R/W Cap<br>Const Cap<br>Total | $0<br>$0<br>$30<br>$1,000<br>$75<br>$3,750<br>$4,855 | <br><br>18-19<br>18-19<br>18-19<br>18-19 | 201.130<br>Assembly: 2<br>Senate: 2<br>Congress: 2<br><br>1 Location(s) |
| 3<br>01-Men-101<br>1.4/1.7<br>4705<br>0118000111<br>0H810 | Near Hopland, from 0.7 mile to 1.0 mile north of Geysers Road. Stabilize slope by constructing a soldier pile retaining wall and reinforce embankment.<br><br>PA&ED: 7/15/2020<br>R/W: 5/14/2021<br>RTL: 7/15/2021<br>BC: 12/7/2021<br><br>(Concurrent COS allocation under Resolution FP-18-81.) | 21-22 | PA&ED<br>PS&E<br>R/W Sup<br>Con Sup<br>R/W Cap<br>Const Cap<br>Total | $883<br>$959<br>$52<br>$1,050<br>$1<br>$4,090<br>$7,035 | 18-19<br>20-21<br>19-20<br>21-22<br>20-21<br>21-22 | 201.131<br>Assembly: 2<br>Senate: 2<br>Congress: 2<br><br>1 Location(s) |
| 4<br>01-Men-101<br>95.0/97.0<br>4729<br>0119000076<br>0J670 | Near Leggett, from 4.8 miles north of Route 1 to 5.0 miles south of Route 271. Stabilize roadway, repair drainage systems, and place erosion control. | 18-19 | PA&ED<br>PS&E<br>R/W Sup<br>Con Sup<br>R/W Cap<br>Const Cap<br>Total | $0<br>$0<br>$20<br>$1,000<br>$50<br>$5,000<br>$6,070 | <br><br>18-19<br>18-19<br>18-19<br>18-19 | 201.130<br>Assembly: 2<br>Senate: 2<br>Congress: 2<br><br>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* | | | | | | |
| 5<br>01-Men-271<br>19.6/20.0<br>4702<br>0118000106<br>0H780 | Near Piercy, from 0.1 mile to 0.5 mile north of Route 101. Repair slope by constructing a retaining wall, reconstruct roadway and shoulders.<br><br>PA&ED: 9/15/2020<br>R/W: 12/1/2021<br>RTL: 12/15/2021<br>BC: 4/4/2022<br><br>(Concurrent COS allocation under Resolution FP-18-81.) | 21-22 | PA&ED<br>PS&E<br>R/W Sup<br>Con Sup<br>R/W Cap<br>Const Cap<br>Total | $1,192<br>$1,643<br>$58<br>$1,266<br>$64<br>$4,208<br>$8,431 | 18-19<br>20-21<br>20-21<br>21-22<br>21-22<br>21-22 | 201.131<br>Assembly: 1<br>Senate: 2<br>Congress: 1<br><br>1 Location(s) |
| 6<br>02-Tri-36<br>15.0/17.0<br>3749<br>0219000088<br>0J320 | Near Forest Glen, from 0.7 mile east of Klondike Mine Road to 0.3 mile east of Glen Creek Road. Remove slide material, regrade slopes, increase catchment area, and place cable mesh netting and Rock Slope Protection (RSP). | 18-19 | PA&ED<br>PS&E<br>R/W Sup<br>Con Sup<br>R/W Cap<br>Const Cap<br>Total | $0<br>$0<br>$0<br>$1,000<br>$100<br>$3,000<br>$4,100 | <br><br><br>18-19<br>18-19<br>18-19 | 201.130<br>Assembly: 2<br>Senate: 2<br>Congress: 2<br><br>1 Location(s) |
| 7<br>03-Nev-49<br>20.0/R32.6<br>4139<br>0319000142<br>0J040 | Near North San Juan, from 2.5 miles north of Newton Road to Middle Yuba River Bridge; also in Yuba County, from Middle Yuba River Bridge to 0.6 mile north of Camptonville Road (PM R0.0/6.0). Remove slide debris, stabilize slopes, and place erosion control. | 18-19 | PA&ED<br>PS&E<br>R/W Sup<br>Con Sup<br>R/W Cap<br>Const Cap<br>Total | $0<br>$0<br>$20<br>$200<br>$20<br>$1,000<br>$1,240 | <br><br>18-19<br>18-19<br>18-19<br>18-19 | 201.130<br>Assembly: 1, 3<br>Senate: 1, 4<br>Congress: 1, 3<br><br>4 Location(s) |
| 8<br>03-Sac-50<br>R0.1<br>6256<br>0319000151<br>0J070 | In Sacramento, near Alhambra Boulevard Overcrossing. Replace drainage pumps. | 18-19 | PA&ED<br>PS&E<br>R/W Sup<br>Con Sup<br>R/W Cap<br>Const Cap<br>Total | $0<br>$0<br>$0<br>$100<br>$0<br>$600<br>$700 | <br><br><br>18-19<br><br>18-19 | 201.130<br>Assembly: 7<br>Senate: 6<br>Congress: 6<br><br>1 Location(s) |

# List of New 2018 SHOPP Capital Project Amendments

| Project No.<br>Dist-Co-Rte<br>PM<br>PPNO<br>Project ID<br>EA | Project Location and Description of Work | FY | | Project Costs ($1,000) | | Program Code<br>Leg./Congress. Dists.<br>Perf. Meas. |
|---|---|---|---|---|---|---|
| *Major Damage Restoration, continued* | | | | | | |
| 9<br>04-SM-1<br>37.7<br>2031A<br>0419000351<br>4Q140 | Near Montara, at 1.1 miles north of First Street. Repair slipout. | 18-19 | PA&ED<br>PS&E<br>R/W Sup<br>Con Sup<br>R/W Cap<br>Const Cap<br>Total | $0<br>$150<br>$80<br>$1,200<br>$50<br>$4,000<br>$5,480 | <br><br><br>18-19<br>18-19<br>18-19 | 201.130<br>Assembly: 22<br>Senate: 13<br>Congress: 14<br><br>1 Location(s) |
| 10<br>04-Son-1<br>11.2<br>2030G<br>0419000306<br>4Q030 | Near Bodega Bay, at 0.1 mile south of Bay Hill Road. Replace failed culvert. | 18-19 | PA&ED<br>PS&E<br>R/W Sup<br>Con Sup<br>R/W Cap<br>Const Cap<br>Total | $0<br>$0<br>$0<br>$900<br>$40<br>$2,400<br>$3,340 | <br><br><br>18-19<br>18-19<br>18-19 | 201.130<br>Assembly: 2<br>Senate: 2<br>Congress: 2<br><br>1 Location(s) |
| 11<br>04-Son-1<br>24.6<br>2030F<br>0419000301<br>4Q020 | Near Jenner, at 0.6 mile north of Muniz Ranch Road. Replace failed culvert, inject grout to fill voids, and place Rock Slope Protection (RSP). | 18-19 | PA&ED<br>PS&E<br>R/W Sup<br>Con Sup<br>R/W Cap<br>Const Cap<br>Total | $0<br>$0<br>$0<br>$500<br>$0<br>$1,500<br>$2,000 | <br><br><br>18-19<br><br>18-19 | 201.130<br>Assembly: 2<br>Senate: 2<br>Congress: 2<br><br>1 Location(s) |
| 12<br>05-SB-1<br>Var<br>2914<br>0518000228<br>1K620 | In Santa Barbara County, on Routes 1, 101, and 154 at various locations. Perform rock scaling, repair rockfall barriers, and clear catchment areas. | 18-19 | PA&ED<br>PS&E<br>R/W Sup<br>Con Sup<br>R/W Cap<br>Const Cap<br>Total | $0<br>$0<br>$0<br>$150<br>$0<br>$400<br>$550 | <br><br><br>18-19<br><br>18-19 | 201.130<br>Assembly: 37<br>Senate: 19<br>Congress: 24<br><br>8 Location(s) |
| 13<br>06-Mpa-41<br>2.0/2.2<br>7006<br>0619000173<br>0Y910 | Near Fish Camp, from 2.0 miles north of Mariposa/Madera County line to 2.7 miles south of Yosemite National Park. Repair slipout and replace failed culvert. | 18-19 | PA&ED<br>PS&E<br>R/W Sup<br>Con Sup<br>R/W Cap<br>Const Cap<br>Total | $0<br>$0<br>$0<br>$300<br>$0<br>$1,000<br>$1,300 | <br><br><br>18-19<br><br>18-19 | 201.130<br>Assembly: 5<br>Senate: 8<br>Congress: 4<br><br>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* | | | | | | |
| 14<br>07-LA-27<br>1.0/1.2<br>5291<br>0717000323<br>34260 | Near Malibu, from 1.0 to 1.1 miles north of Pacific Coast Highway (Route 1). Stabilize slope damaged by storms to prevent falling rocks from blocking the road or injuring motorists.<br><br>PA&ED: 11/20/2020<br>R/W: 9/16/2021<br>RTL: 3/7/2022<br>BC: 9/3/2022<br><br>(Concurrent COS allocation under Resolution FP-18-81.) | 21-22 | PA&ED<br>PS&E<br>R/W Sup<br>Con Sup<br>R/W Cap<br>Const Cap<br>Total | $1,760<br>$5,318<br>$430<br>$8,521<br>$4,103<br>$23,568<br>$43,700 | 18-19<br>21-22<br>20-21<br>21-22<br>21-22<br>21-22 | 201.131<br>Assembly: 45,50<br>Senate: 26,27<br>Congress: 30,33<br><br>1 Location(s) |
| 15<br>07-LA-118<br>R5.7<br>5560<br>0719000210<br>1XM20 | In the city of Los Angeles, near Porter Ranch at Reseda Boulevard. Repair undermined roadway, dike, irrigation pipe, and reconstruct guardrail. | 18-19 | PA&ED<br>PS&E<br>R/W Sup<br>Con Sup<br>R/W Cap<br>Const Cap<br>Total | $0<br>$0<br>$0<br>$200<br>$0<br>$550<br>$750 | <br><br><br>18-19<br><br>18-19 | 201.130<br>Assembly: 38<br>Senate: 27<br>Congress: 30<br><br>1 Location(s) |
| 16<br>07-LA-210<br>R11.3<br>5557<br>0719000207<br>1XL90 | Near Shadow Hills, at Sunland Boulevard; also in La Canada Flintridge at Route 2 (PM R19.05). Reconstruct eroded slopes and repair sinkhole. | 18-19 | PA&ED<br>PS&E<br>R/W Sup<br>Con Sup<br>R/W Cap<br>Const Cap<br>Total | $0<br>$0<br>$50<br>$200<br>$50<br>$400<br>$700 | <br><br>18-19<br>18-19<br>18-19<br>18-19 | 201.130<br>Assembly: 39<br>Senate: 25<br>Congress: 28<br><br>2 Location(s) |
| 17<br>07-Ven-150<br>R23.1/31.1<br>5559<br>0719000208<br>1XM10 | Near Santa Paula, from 0.1 mile west of Old Walnut Road to 0.3 mile west of Bridge Road. Repair drainage system, reconstruct shoulder, and remove rock debris. | 18-19 | PA&ED<br>PS&E<br>R/W Sup<br>Con Sup<br>R/W Cap<br>Const Cap<br>Total | $0<br>$0<br>$50<br>$250<br>$10<br>$490<br>$800 | <br><br>18-19<br>18-19<br>18-19<br>18-19 | 201.130<br>Assembly: 37<br>Senate: 19<br>Congress: 26<br><br>3 Location(s) |

# List of New 2018 SHOPP Capital Project Amendments

| Project No.<br>Dist-Co-Rte<br>PM<br>PPNO<br>Project ID<br>EA | Project Location and Description of Work | FY | Project Costs ($1,000) | | | Program Code<br>Leg./Congress. Dists.<br>Perf. Meas. |
|---|---|---|---|---|---|---|
| *Major Damage Restoration, continued* | | | | | | |
| 18<br>08-Riv-60<br>9.6/10.6<br>3013R<br>0819000064<br>1K570 | Near Riverside, from Rubidoux Boulevard to Santa Ana River Bridge. Roadway washout and slope repair. | 18-19 | PA&ED<br>PS&E<br>R/W Sup<br>Con Sup<br>R/W Cap<br>Const Cap<br>Total | $20<br>$40<br>$10<br>$150<br>$10<br>$400<br>$630 | 18-19<br>18-19<br>18-19<br>18-19<br>18-19<br>18-19 | 201.130<br>Assembly: 60<br>Senate: 20<br>Congress: 41<br><br>1 Location(s) |
| 19<br>08-Riv-111<br>55.8/R63.4<br>3013P<br>0819000056<br>1K530 | Near Palm Springs, from 0.5 mile north of Gateway Drive to Route 10 (PM R63.378); also on Route 60 from 0.4 mile west of Redlands Boulevard to Jack Rabbit Trail (PM 20.0/28.0). Repair roadway washouts, damaged pavement, embankment, guardrail, and culverts. | 18-19 | PA&ED<br>PS&E<br>R/W Sup<br>Con Sup<br>R/W Cap<br>Const Cap<br>Total | $200<br>$200<br>$10<br>$800<br>$50<br>$3,500<br>$4,760 | 18-19<br>18-19<br>18-19<br>18-19<br>18-19<br>18-19 | 201.130<br>Assembly: 42<br>Senate: 28<br>Congress: 36<br><br>8 Location(s) |
| 20<br>08-Riv-243<br>0.0/28.0<br>3013N<br>0819000058<br>1K520 | Near Banning, from Route 74 to 0.3 mile south of Wesley Street; also on Route 74 from Willowbrook Road to 0.1 mile east of Devils Ladder Road (PM R47.0/70.0). Repair roadway washouts, damaged pavement, embankment, guardrail, and culverts. | 18-19 | PA&ED<br>PS&E<br>R/W Sup<br>Con Sup<br>R/W Cap<br>Const Cap<br>Total | $200<br>$200<br>$10<br>$1,200<br>$200<br>$7,950<br>$9,760 | 18-19<br>18-19<br>18-19<br>18-19<br>18-19<br>18-19 | 201.130<br>Assembly: 42, 71<br>Senate: 23, 28<br>Congress: 36<br><br>11 Location(s) |
| 21<br>10-Tuo-120<br>53.4<br>3459<br>1019000117<br>1K920 | Near Buck Meadows, 1.7 miles east of Yosemite Lake Road. Repair slipout, replace drainage system, and place Rock Slope Protection (RSP). | 18-19 | PA&ED<br>PS&E<br>R/W Sup<br>Con Sup<br>R/W Cap<br>Const Cap<br>Total | $12<br>$25<br>$5<br>$140<br>$0<br>$700<br>$882 | 18-19<br>18-19<br>18-19<br>18-19<br>18-19 | 201.130<br>Assembly: 5<br>Senate: 8<br>Congress: 4<br><br>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. |
|---|---|---|---|---|---|---|
| *Collision Reduction, continued* | | | | | | |
| Collision Reduction | | | | | | |
| 22<br>01-Hum-299<br>30.7/33.4<br>2522<br>0119000025<br>0J410 | Near Willow Creek, from 0.1 mile east of Cedar Creek Road to 0.2 mile east of East Fork Willow Creek Bridge. Widen shoulders and improve curves at three locations.<br><br>PA&ED: 7/15/2021<br>R/W: 6/10/2022<br>RTL: 6/22/2022<br>BC: 10/19/2022<br><br>(Concurrent COS allocation under Resolution FP-18-81.) | 21-22 | PA&ED<br>PS&E<br>R/W Sup<br>Con Sup<br>R/W Cap<br>Const Cap<br>Total | $2,050<br>$2,839<br>$198<br>$6,599<br>$89<br>$27,989<br>$39,764 | 18-19<br>21-22<br>21-22<br>21-22<br>21-22<br>21-22 | 201.010<br>Assembly: 1<br>Senate: 2<br>Congress: 1<br><br>158 Collision(s) reduced |
| 23<br>06-Fre-145<br>0.0/33.6<br>6975<br>0619000020<br>0Y420 | Near Kerman, from Route 5 to Church Avenue. Construct centerline and shoulder rumble strips.<br><br>PA&ED: 8/3/2020<br>R/W: 9/1/2021<br>RTL: 10/1/2021<br>BC: 3/22/2022 | 21-22 | PA&ED<br>PS&E<br>R/W Sup<br>Con Sup<br>R/W Cap<br>Const Cap<br>Total | $470<br>$940<br>$20<br>$930<br>$20<br>$3,400<br>$5,780 | 18-19<br>20-21<br>20-21<br>21-22<br>21-22<br>21-22 | 201.010<br>Assembly: 31<br>Senate: 16<br>Congress: 21<br><br>23 Collision(s) reduced |
| 24<br>06-Ker-119<br>0.2/0.6<br>6994<br>0618000129<br>0X760 | In Taft, from north of Gardner Field Road to south of Ash Street. Construct left turn lane.<br><br>PA&ED: 7/1/2021<br>R/W: 1/17/2022<br>RTL: 4/1/2022<br>BC: 1/16/2023 | 21-22 | PA&ED<br>PS&E<br>R/W Sup<br>Con Sup<br>R/W Cap<br>Const Cap<br>Total | $940<br>$1,520<br>$28<br>$945<br>$18<br>$1,770<br>$5,221 | 19-20<br>20-21<br>20-21<br>21-22<br>21-22<br>21-22 | 201.010<br>Assembly: 34<br>Senate: 14<br>Congress: 23<br><br>18 Collision(s) reduced |

# List of New 2018 SHOPP Capital Project Amendments

| Project No.<br>Dist-Co-Rte<br>PM<br>PPNO<br>Project ID<br>EA | Project Location and Description of Work | FY | Project Costs ($1,000) | | | Program Code<br>Leg./Congress. Dists.<br>Perf. Meas. |
|---|---|---|---|---|---|---|
| 25<br>08-Riv-215<br>R36.6/R37.2<br>3013W<br>0819000045<br>1K460 | In the city of Riverside, from 0.2 mile north of Alessandro Boulevard to 0.2 mile south of Eucalyptus Avenue. Construct auxiliary lanes in the northbound and southbound directions between the onramps and offramps.<br><br>PA&ED: 4/1/2020<br>R/W: 10/2/2020<br>RTL: 11/2/2020<br>BC: 5/3/2021<br><br>(Concurrent COS allocation under Resolution FP-18-81.) | 20-21 | PA&ED<br>PS&E<br>R/W Sup<br>Con Sup<br>R/W Cap<br>Const Cap<br>Total | $699<br>$762<br>$22<br>$1,251<br>$24<br>$6,015<br>$8,773 | 18-19<br>19-20<br>19-20<br>20-21<br>20-21<br>20-21 | 201.010<br>Assembly: 61<br>Senate: 31<br>Congress: 41<br><br>221 Collision(s) reduced |
| 26<br>12-Ora-55<br>13.8/13.9<br>3542A<br>1218000049<br>0R150 | In the city of Orange, on the northbound onramp from Chapman Avenue and on the southbound offramp to Chapman Avenue. Improve safety by modifying existing traffic signals for improved visibility, adding safety lighting, refreshing pavement markings, and upgrading curb ramps to Americans with Disabilities Act (ADA) standards.<br><br>PA&ED: 7/1/2020<br>R/W: 12/1/2021<br>RTL: 1/15/2022<br>BC: 6/1/2022<br><br>(Concurrent COS allocation under Resolution FP-18-81.) | 21-22 | PA&ED<br>PS&E<br>R/W Sup<br>Con Sup<br>R/W Cap<br>Const Cap<br>Total | $300<br>$800<br>$0<br>$600<br>$0<br>$2,140<br>$3,840 | 18-19<br>20-21<br><br>21-22<br><br>21-22 | 201.010<br>Assembly: 68<br>Senate: 37<br>Congress: 45,46<br><br>34 Collision(s) reduced |

# 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. |
|---|---|---|---|---|---|---|
| *Mandates, continued* | | | | | | |
| Mandates | | | | | | |
| 27<br>11-SD-75<br>8.9/10.0<br>1264<br>1117000113<br>43000 | In the city of San Diego, from 0.2 mile south of Route 5 (PM 8.930) to Georgia Street (San Diego city limit, PM 9.956). Financial Contribution Only (FCO) to City of San Diego to relinquish roadway.<br><br>PA&ED: 10/31/2019<br>R/W: 10/31/2019<br>RTL: 3/31/2020<br>BC: 7/15/2020<br><br>(Concurrent COS allocation under Resolution FP-18-81.) | 19-20 | PA&ED<br>PS&E<br>R/W Sup<br>Con Sup<br>R/W Cap<br>Const Cap<br>Total | $100<br>$0<br>$0<br>$0<br>$0<br>$5,000<br>$5,100 | 18-19<br><br><br><br><br>19-20 | 201.160<br>Assembly: 78, 80<br>Senate: 38, 39<br>Congress: 52, 53<br><br>1.1 Lane mile(s) |

# List of New 2018 SHOPP Capital Project Amendments for Senate Bill 1 Projects

| 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. |
|---|---|---|---|---|---|---|
| **Bridge Preservation** | | | | | | |
| 1<br>01-Hum-96<br>Var<br>2302<br>0113000109<br>0A120 | In Humboldt County, at Willow Creek Bridge No. 04 -0135 (PM 0.2) and Camp Creek Bridge No. 04 -0666 (PM 37.2); also on Route 101 at G Street Overcrossing No. 04-0243 (PM 86.8). Seismic retrofit of three bridges.<br><br>PA&ED: 4/26/2019<br>R/W: 2/1/2020<br>RTL: 2/15/2020<br>BC: 9/1/2020<br><br>(Concurrent COS allocation under Resolution FP-18-81.) | 19-20 | PA&ED<br>PS&E<br>R/W Sup<br>Con Sup<br>R/W Cap<br>Const Cap<br>Total | $0<br>$1,856<br>$171<br>$1,948<br>$1,089<br>$6,171<br>$11,235 | <br>18-19<br>18-19<br>19-20<br>19-20<br>19-20 | 201.113<br>Assembly: 2<br>Senate: 2<br>Congress: 2 |

Performance Measure: Bridges (3 bridge(s))

| | Unit | Good | Fair | Poor | Quantity |
|---|---|---|---|---|---|
| Existing Condition | Square feet | 0.0 | 0.0 | 28,804.0 | 28,804.0 |
| Post Condition | Square feet | 28,804.0 | 0.0 | 0.0 | 28,804.0 |

| | | | | | | |
|---|---|---|---|---|---|---|
| **Roadway Preservation** | | | | | | |
| 2<br>11-Imp-98<br>39.6/45.2<br>1342<br>1119000009<br>43052 | Near Calexico, from Route 7 to 0.1 mile west of East Highline Canal Bridge. Rehabilitate roadway.<br><br>PA&ED: 7/1/19<br>R/W: 5/24/19<br>RTL: 8/15/19<br>BC: 11/15/19<br><br>(Concurrent COS allocation under Resolution FP-18-81.) | 19-20 | PA&ED<br>PS&E<br>R/W Sup<br>Con Sup<br>R/W Cap<br>Const Cap<br>Total | $0<br>$780<br>$0<br>$718<br>$0<br>$8,055<br>$9,553 | <br>18-19<br><br>19-20<br><br>19-20 | 201.122<br>Assembly: 56<br>Senate: 40<br>Congress: 51 |

Performance Measure: Pavement

| | Unit | Good | Fair | Poor | Quantity |
|---|---|---|---|---|---|
| Existing Condition | Lane mile(s) | 0.1 | 11.1 | 0.0 | 11.2 |
| Post Condition | Lane mile(s) | 11.2 | 0.0 | 0.0 | 11.2 |

# List of New 2018 SHOPP Capital 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.<br>Dist-Co-Rte<br>PM<br>PPNO<br>Project ID<br>EA | Project Location and Description of Work | FY | Project Costs ($1,000) | | | Program Code<br>Leg./Congress. Dists.<br>Perf. Meas. |
|---|---|---|---|---|---|---|
| **Major Damage Restoration** | | | | | | |
| 1<br>01-Hum-36<br>25.4/26.0<br>2488<br>0117000220<br>0G921 | Near Bridgeville, from Caltrans Maintenance Station to 0.6 mile east of Caltrans Maintenance Station. Construct soldier pile ground anchor wall to address the slide below the roadway.<br>(Long Lead Project)<br><br>PA&ED: 2/26/2021<br>R/W: 5/13/2022<br>RTL: 7/15/2022<br>BC: 12/12/2022<br><br>(Concurrent COS allocation under Resolution FP-18-81.)<br><br>* Phase NOT Programmed. | 22-23 | PA&ED<br>* PS&E<br>* R/W Sup<br>* Con Sup<br>* R/W Cap<br>* Const Cap<br>Total | $1,473<br>$1,476<br>$60<br>$1,700<br>$12<br>$12,376<br>$17,097 | 18-19<br>20-21<br>20-21<br>22-23<br>22-23<br>22-23 | 201.131<br>Assembly: 1<br>Senate: 2<br>Congress: 1<br><br>1 Location(s) |
| **Multiple Objectives** | | | | | | |
| 2<br>04-Mrn-37<br>R11.2/13.7<br>5200<br>0419000376<br>4Q320 | In Novato, from Route 101 to 0.1 mile west of Atherton Avenue. Reconstruct the roadway to address sea level rise and recurrent flooding.<br>(Long Lead Project)<br><br>PA&ED: 1/15/2023<br>R/W: 5/15/2026<br>RTL: 7/15/2026<br>BC: 5/1/2027<br><br>(Concurrent COS allocation under Resolution FP-18-81.)<br><br>* Phase NOT Programmed. | 26-27 | PA&ED<br>* PS&E<br>* R/W Sup<br>* Con Sup<br>* R/W Cap<br>* Const Cap<br>Total | $10,000<br>$15,000<br>$2,000<br>$16,900<br>$19,700<br>$820,500<br>$884,100 | 18-19<br>22-23<br>26-27<br>26-27<br>26-27<br>26-27 | 201.999<br>Assembly: 10<br>Senate: 2<br>Congress: 2<br><br>2.5 Centerline mile(s) |

# 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<br>01-Men-1<br>43.3/44.2<br>4490<br>0100000154<br>40110 | Near Albion, from 3.0 miles north of Route 128 Junction to 0.2 mile north of Albion River Bridge No. 10-0136. Bridge replacement.<br>~~(G13 Contingency)~~<br>**(Long Lead Project)**<br><br>Performance Measure<br>1 Bridge(s) | ~~19-20~~<br>**22-23**<br>201.110 | PA&ED<br>* PS&E<br>* R/W Sup<br>* Con Sup<br>* R/W Cap<br>* Const Cap<br>Total | $5,500<br>~~$5,220~~<br>~~$820~~<br>~~$5,950~~<br>$7,748<br>~~$53,699~~<br>~~$78,945~~ | Prior<br>~~19-20~~<br>~~19-20~~<br>~~19-20~~<br>~~19-20~~<br>~~19-20~~ | $5,500<br>**$6,250**<br>**$987**<br>**$7,750**<br>$7,748<br>**$65,673**<br>**$93,908** | Prior<br>**21-22**<br>**21-22**<br>**22-23**<br>**22-23**<br>**22-23** |

* Phase NOT Programmed.

Note: Project delivery year is being moved from FY 19-20 to 22-23 making this a long lead project. The change is due to organized opposition and legal challenges by a land owner for Permits to Enter (PTE) needed to conduct environmental studies and geotechnical studies. PS&E Support, R/W support, construction support and construction capital costs are escalated to the year of delivery.

Performance Measure: Bridges (1 bridge(s))

| | Unit | Good | Fair | Poor | Quantity |
|---|---|---|---|---|---|
| Existing Condition | Square feet | 0.0 | 0.0 | 27,340.0 | 27,340.0 |
| Post Condition | Square feet | 56,440.0 | 0.0 | 0.0 | 56,440.0 |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| 2<br>~~02-Sha-299~~<br>~~R7.6/18.3~~<br>~~3680~~<br>~~0217000083~~<br>3H310 | ~~In and near the town of Shasta, from west of Crystal Creek Road to Trinity Alley. Roadway rehabilitation.~~<br>~~(Long Lead Project)~~<br><br>~~Performance Measure~~<br>~~14.4 Lane mile(s)~~ | ~~24-25~~<br>~~201.120~~ | PA&ED<br>* PS&E<br>* R/W Sup<br>* Con Sup<br>* R/W Cap<br>* Const Cap<br>Total | ~~$4,130~~<br>~~$5,110~~<br>~~$490~~<br>~~$6,820~~<br>~~$6,269~~<br>~~$69,236~~<br>~~$92,055~~ | ~~Prior~~<br>~~21-22~~<br>~~21-22~~<br>~~24-25~~<br>~~24-25~~<br>~~24-25~~ | | |

Note: Delete project. The pavement rehabilitaion needs of this project are being covered under project EA 3E740/PPNO 02-3456, which is currently under construction.

# 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) | | | |
|---|---|---|---|---|---|---|---|
| 3<br>05-Mon-1<br>20.9/21.3<br>2524<br>0514000004<br>1F510 | Near Lucia, from 0.1 mile south to 0.2 mile north of Limekiln Creek Bridge No. 44-0058. Replace bridge. (Long Lead Project)<br><br>Performance Measure<br>1 Bridge(s) | ~~24-25~~<br>**27-28**<br>201.110 | PA&ED<br>* PS&E<br>* R/W Sup<br>* Con Sup<br>* R/W Cap<br>* Const Cap<br>Total | $3,500<br>~~$0~~<br>$416<br>$13,865<br>$704<br>$64,644<br>~~$83,129~~ | Prior<br>~~21-22~~<br>~~21-22~~<br>~~24-25~~<br>~~24-25~~<br>~~24-25~~ | $3,500<br>**$9,598**<br>$416<br>$13,865<br>$704<br>$64,644<br>**$92,727** | Prior<br>**23-24**<br>**23-24**<br>**27-28**<br>**27-28**<br>**27-28** |

* Phase NOT Programmed.

Note: Delay project delivery is due to postponement of PA&ED completion to FY 23-24 to allow for additional alternatives analysis. Increase in PS&E amount was erroneously not reported before.

Performance Measure: Bridges (1 bridge(s))

| | Unit | Good | Fair | Poor | Quantity |
|---|---|---|---|---|---|
| Existing Condition | Square feet | 0.0 | 0.0 | 60,592.0 | 60,592.0 |
| Post Condition | Square feet | 60,592.0 | 0.0 | 0.0 | 60,592.0 |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| 4<br>05-SB-101<br>~~R36.6~~<br>**R36.0/R37.0**<br>2448<br>0513000018<br>1C950 | Near Goleta, ~~at~~ **from 0.6 mile south and 0.4 mile north o**f Refugio Road Undercrossing No. 51 -0215L/R. Replace bridges. (Long Lead Project)<br><br>Performance Measure<br>2 Bridge(s) | 22-23<br>201.110 | PA&ED<br>* PS&E<br>* R/W Sup<br>* Con Sup<br>* R/W Cap<br>* Const Cap<br>Total | $2,200<br>~~$0~~<br>$100<br>~~$0~~<br>~~$20~~<br>$34,640<br>~~$36,960~~ | Prior<br><br>~~19-20~~<br><br>22-23<br>22-23 | $2,200<br>**$4,467**<br>$100<br>**$4,900**<br>**$622**<br>$34,640<br>**$46,929** | Prior<br>**20-21**<br>**20-21**<br>**22-23**<br>22-23<br>22-23 |

* Phase NOT Programmed.

Note: When previously presented this long lead project did not have costs associated to PS&E and construction support. Change in R/W support is due to significant impacts to cultural resources determined in PA&ED which require additional studies. Additional R/W capital is due to the requirement of Fish Passages previously not required.

Performance Measure: Bridges (2 bridge(s))

| | Unit | Good | Fair | Poor | Quantity |
|---|---|---|---|---|---|
| Existing Condition | Square feet | 0.0 | 0.0 | 35,606.0 | 35,606.0 |
| Post Condition | Square feet | 35,606.0 | 0.0 | 0.0 | 35,606.0 |

# List of 2018 SHOPP Amendments
## (Cost, Scope, Schedule and Technical Changes. Includes Federal Emergency Relief.)

| Project No.<br>Dist-Co-Rte<br>PM<br>PPNO<br>Project ID<br>EA | Project Location and Description of Work<br>Performance Measure | FY<br>Program Code | | Project Costs ($1,000) | | | |
|---|---|---|---|---|---|---|---|
| 1<br>01-Hum-36<br>10.5/10.8<br>2415<br>0115000076<br>0F160 | Near Carlotta, from 0.1 mile east of Riverside Park Road to 0.4 mile east of Riverside Park Road. Curve correction.<br><br>Performance Measure<br>20 Collision(s) reduced | ~~19-20~~<br>**20-21**<br>201.010 | PA&ED<br>PS&E<br>R/W Sup<br>Con Sup<br>R/W Cap<br>Const Cap<br>Total | $910<br>~~$904~~<br>$174<br>~~$537~~<br>~~$309~~<br>~~$2,240~~<br>~~$5,074~~ | Prior<br>~~19-20~~<br>~~19-20~~<br>~~19-20~~<br>~~19-20~~<br>~~19-20~~ | $910<br>**$946**<br>$174<br>**$1,043**<br>**$312**<br>**$2,678**<br>**$6,063** | Prior<br>**20-21**<br>**20-21**<br>**20-21**<br>**20-21**<br>**20-21** |

Note: Original design would have unknowingly severed access to a private timber road. Cost and schedule changes are required to account for a new strategy to raise the profile of the roadway, decrease grade differential, and improve sight distance. More time and resources are required for archeological surveys, cultural review, coordination with permitting agencies, and to redesign the project.

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| | | | | | | | |
|---|---|---|---|---|---|---|---|
| 2<br>01-Hum-101<br>R11.8/26.7<br>7002<br>0114000071<br>48770 | Near Garberville, from north of Redwood Drive to 1.3 miles south of Myers Flat; also in Mendocino County, on Route 271 near Piercy, from 0.5 mile north of Confusion Hill to 0.5 mile north of Route 101 Separation (PM 16.1 to 20.0). Rehabilitate or replace drainage culverts.<br><br>Performance Measure<br>~~38 Culvert(s)~~<br>**20 Culvert(s)** | 20-21<br>201.151 | PA&ED<br>PS&E<br>R/W Sup<br>Con Sup<br>R/W Cap<br>Const Cap<br>Total | $878<br>$866<br>$309<br>$909<br>$403<br>$2,806<br>$6,171 | Prior<br>19-20<br>19-20<br>20-21<br>20-21<br>20-21 | $878<br>$866<br>$309<br>$909<br>$403<br>$2,806<br>$6,171 | Prior<br>19-20<br>19-20<br>20-21<br>20-21<br>20-21 |

Note: Revise performance to correct the reporting that occurred when the units were changed from Drainage Systems to Culverts.

Performance Measure: Culverts (20 each)

| | Unit | Good | Fair | Poor | Quantity |
|---|---|---|---|---|---|
| Existing Condition | Linear feet | 80.0 | 211.0 | 1,641.0 | 1,932.0 |
| Post Condition | Linear feet | 1,997.0 | 0.0 | 0.0 | 1,997.0 |

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# List of 2018 SHOPP Amendments
## (Cost, Scope, Schedule and Technical Changes. Includes Federal Emergency Relief.)

| Project No.<br>Dist-Co-Rte<br>PM<br>PPNO<br>Project ID<br>EA | Project Location and Description of Work<br>Performance Measure | FY<br>Program Code | | Project Costs ($1,000) | | | |
|---|---|---|---|---|---|---|---|
| 3<br>01-Hum-101<br>69.9/75.2<br>2382<br>0113000009<br>0C570 | In and near Eureka, from south of Fields Landing Overhead to north of Herrick Avenue Overcrossing. Roadway rehabilitation.<br>(G13 Contingency)<br><br>Performance Measure<br>~~21.1 Lane mile(s)~~<br>**20.6 Lane mile(s)**<br><br>(Concurrent SB 1 Baseline Agreement approval under Resolution SHOPP-P-1819-13B.)<br><br>(Concurrent COS allocation under Resolution FP-18-81.) | 19-20<br>201.122 | PA&ED<br>PS&E<br>R/W Sup<br>* Con Sup<br>R/W Cap<br>* Const Cap<br>Total | $646<br>$1,258<br>$52<br>~~$6,696~~<br>~~$366~~<br>~~$31,243~~<br>~~$40,261~~ | Prior<br>18-19<br>18-19<br>19-20<br>19-20<br>19-20<br> | $646<br>$1,258<br>$52<br>**$5,250**<br>**$11**<br>**$23,331**<br>**$30,548** | Prior<br>18-19<br>18-19<br>19-20<br>19-20<br>19-20 |
| 4<br>01-Hum-101<br>~~88.2/88.3~~<br>**88.3**<br>2397<br>0114000117<br>0E650 | In Arcata, at Route 299/**101 Separation**. Realign ramp curve.<br><br>Performance Measure<br>~~42 Collision(s) reduced~~<br>**31 Collision(s) reduced** | 19-20<br>201.015 | PA&ED<br>PS&E<br>R/W Sup<br>Con Sup<br>R/W Cap<br>Const Cap<br>Total | $901<br>$662<br>$164<br>$803<br>$679<br>~~$3,745~~<br>~~$6,954~~ | Prior<br>Prior<br>Prior<br>19-20<br>19-20<br>19-20<br> | $901<br>$662<br>$164<br>$803<br>$679<br>**$3,908**<br>**$7,117** | Prior<br>Prior<br>Prior<br>19-20<br>19-20<br>19-20 |

* Phase NOT Programmed.

Note: A reduction in cost and scope is due to a maintenance project within the same limits. This section of roadway was previously paved by maintenance project EA 01-0C450 with a 5-year design service life. The pavement is projected to deteriorate to poor condition in three years. This project will provide a 10-year pavement life. Other project benefits include guardrail replacement, reconstruction of census stations, and soil stabilization.

Performance Measure: Pavement

| | Unit | Good | Fair | Poor | Quantity |
|---|---|---|---|---|---|
| Existing Condition | Lane mile(s) | 19.5 | 1.1 | 0.0 | 20.6 |
| Post Condition | Lane mile(s) | 20.6 | 0.0 | 0.0 | 20.6 |

Note: Increase in construction capital due to larger excavation quantity needs recently identified with the discovery of unsuitable construction site materials. Performance measures have been updated based on the most recent calculation guidelines. Project description and post miles are revised to reflect a spot location.

# List of 2018 SHOPP Amendments
## (Cost, Scope, Schedule and Technical Changes. Includes Federal Emergency Relief.)

| Project No.<br>Dist-Co-Rte<br>PM<br>PPNO<br>Project ID<br>EA | Project Location and Description of Work<br>Performance Measure | FY<br>Program Code | | Project Costs ($1,000) | | | |
|---|---|---|---|---|---|---|---|
| 5<br>01-Hum-299<br>20.5/30.2<br>2427<br>0116000010<br>0F460 | Near Willow Creek, from 1.5 mile east of East Bair Road to 0.4 mile west of Cedar Creek Road, at various locations. Widen shoulders.<br><br><u>Performance Measure</u><br>40 Collision(s) reduced | 19-20<br>201.010 | PA&ED<br>PS&E<br>R/W Sup<br>Con Sup<br>R/W Cap<br><u>Const Cap</u><br>Total | $986<br>$864<br>$21<br>~~$921~~<br>~~$127~~<br><u>~~$6,886~~</u><br>~~$9,805~~ | Prior<br>Prior<br>Prior<br>19-20<br>19-20<br><u>19-20</u> | $986<br>$864<br>$21<br>**$1,591**<br>**$101**<br><u>**$7,387**</u><br>**$10,950** | Prior<br>Prior<br>Prior<br>19-20<br>19-20<br><u>19-20</u> |

Note: Increase in construction capital and support is due to additional quantities and higher unit prices identified after more detailed site evaluations and design calculations. Reduction in R/W capital is due to the elimination of property acquisitions.

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| 6<br>01-Lak-20<br>5.8<br>3107<br>0116000013<br>0F490 | Near Upper Lake, at Bachelor Creek Bridge No. 14 -0001. Replace multi-plate steel culvert bridge with precast concrete box culverts and wingwalls.<br><br><u>Performance Measure</u><br>1 Bridge(s) | ~~20-21~~<br>**19-20**<br>201.110 | PA&ED<br>PS&E<br>R/W Sup<br>Con Sup<br>R/W Cap<br><u>Const Cap</u><br>Total | $577<br>$708<br>$14<br>~~$595~~<br>~~$21~~<br><u>~~$3,330~~</u><br>~~$5,245~~ | Prior<br>Prior<br>Prior<br>~~20-21~~<br>~~20-21~~<br><u>~~20-21~~</u> | $577<br>$708<br>$14<br>**$704**<br>**$15**<br><u>**$4,306**</u><br>**$6,324** | Prior<br>Prior<br>Prior<br>**19-20**<br>**19-20**<br><u>**19-20**</u> |

Note: Geotechnical drilling found that the subsurface soil is unstable, and ground stabilization methods are necessary to support the culverts. Increase in construction capital and support is also due to the required shoring for staged construction, increase in unit costs for structures items, and a refinement of the wingwall design. Reduce R/W capital due to reduction in mitigation associated with the project.

Performance Measure: Bridges (1 bridge(s))

| | Unit | Good | Fair | Poor | Quantity |
|---|---|---|---|---|---|
| Existing Condition | Square feet | 0.0 | 0.0 | 1,184.0 | 1,184.0 |
| Post Condition | Square feet | 2,683.0 | 0.0 | 0.0 | 2,683.0 |

# List of 2018 SHOPP Amendments
## (Cost, Scope, Schedule and Technical Changes. Includes Federal Emergency Relief.)

| Project No.<br>Dist-Co-Rte<br>PM<br>PPNO<br>Project ID<br>EA | Project Location and Description of Work<br>Performance Measure | FY<br>Program Code | | Project Costs ($1,000) | | | |
|---|---|---|---|---|---|---|---|
| 7<br>01-Lak-20<br>~~Var~~<br>**9.4**<br>3098<br>0113000122<br>0E080 | 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~~.<br><br>Performance Measure<br>~~282.0 Linear feet~~<br>**132.0 Linear feet**<br><br>(Concurrent COS allocation under Resolution FP-18-81.)<br>Note: The need to widen Morrison Creek Bridge to provide raised pedestrian sidewalks on both sides requires cultural analysis, resulting in a schedule delay. Transfer the scope and associated cost and performance of this bridge to project EA 0E081/PPNO 01-3130, which has a schedule that aligns with this delay. | 19-20<br>201.112 | PA&ED<br>PS&E<br>R/W Sup<br>Con Sup<br>R/W Cap<br>Const Cap<br>Total | $943<br>$410<br>$195<br>~~$730~~<br>~~$200~~<br>~~$1,800~~<br>~~$4,278~~ | Prior<br>18-19<br>Prior<br>19-20<br>19-20<br>19-20 | $943<br>$410<br>$195<br>**$625**<br>**$11**<br>**$1,591**<br>**$3,775** | Prior<br>18-19<br>Prior<br>19-20<br>19-20<br>19-20 |

Performance Measure: Bridges (2 bridge(s))

| | Unit | Good | Fair | Poor | Quantity |
|---|---|---|---|---|---|
| Existing Condition | Linear feet rail | 0.0 | 100.0 | 0.0 | 100.0 |
| Post Condition | Linear feet rail | 132.0 | 0.0 | 0.0 | 132.0 |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| 8<br>01-Lak-29<br>~~12.8/14.4~~<br>**12.7/14.5**<br>3102<br>0115000003<br>0E720 | Near Lower Lake, from **0.8 mile** north of Spruce Grove Road to **0.4 mile** south of Hofacker Lane. Widen shoulders.<br><br>Performance Measure<br>18 Collision(s) reduced<br><br>Note: Change post mile limits to conform to cross-slope transitions. An increase to R/W capital is due to five added necessary parcel acquisitions. Increase in construction capital is due to unanticipated significant deterioration of many culverts, increase in unit costs or quantities for items such as roadway excavation, mobilization, culverts, aggregate base, and storm water best management practices (BMPs), and some items that were missed during project initiation. | 19-20<br>201.010 | PA&ED<br>PS&E<br>R/W Sup<br>Con Sup<br>R/W Cap<br>Const Cap<br>Total | $1,280<br>$1,119<br>$88<br>$2,464<br>~~$502~~<br>~~$8,813~~<br>~~$14,266~~ | Prior<br>Prior<br>Prior<br>19-20<br>19-20<br>19-20 | $1,280<br>$1,119<br>$88<br>$2,464<br>**$945**<br>**$13,194**<br>**$19,090** | Prior<br>Prior<br>Prior<br>19-20<br>19-20<br>19-20 |

# List of 2018 SHOPP Amendments
## (Cost, Scope, Schedule and Technical Changes. Includes Federal Emergency Relief.)

| Project No.<br>Dist-Co-Rte<br>PM<br>PPNO<br>Project ID<br>EA | Project Location and Description of Work<br>Performance Measure | FY<br>Program Code | | Project Costs ($1,000) | | | |
|---|---|---|---|---|---|---|---|
| 9<br>01-Lak-29<br>**17.7/20.7**<br>3203<br>0115000004<br>0E730 | Near Lower Lake, at various locations **from 0.1 mile south of C Street to 0.2 mile north of Bell Park Avenue**. Widen for truck climbing lanes and shoulders.<br><br>Performance Measure<br>~~45 Collision(s) reduced~~<br>**59 Collision(s) reduced** | 19-20<br>201.010 | PA&ED<br>PS&E<br>R/W Sup<br>Con Sup<br>R/W Cap<br>Const Cap<br>Total | $1,355<br>$1,216<br>$62<br>$2,039<br>~~$459~~<br>~~$5,646~~<br>~~$10,777~~ | Prior<br>Prior<br>Prior<br>19-20<br>19-20<br>19-20 | $1,355<br>$1,216<br>$62<br>$2,039<br>**$339**<br>**$7,320**<br>**$12,331** | Prior<br>Prior<br>Prior<br>19-20<br>19-20<br>19-20 |

Note: Increased construction capital is due to significant cost and quantity increases to roadway excavation, asphalt, culverts, and mobilization. Temporary railing, erosion control items, and structural concrete were originally not accounted for. Reduce R/W capital due to reduction in environmental mitigation and permitting fees. Update post miles to refine the project limits. Correct the performance to correlate with original reporting during project initiation.

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| 10<br>**01-Lak-29**<br>**28.5/31.6**<br>**3124M**<br>**0119000098**<br>**29812** | **Near Kelseyville, from north of Route 29/281 Junction to north of Route 29/175 Junction. Environmental mitigation for EA 29811.**<br><br>**Performance Measure**<br>**0 Collision(s) reduced**<br><br>(Concurrent CONST and CON ENG allocation under Resolution FP-18-80.) | **18-19**<br>**201.010** | PA&ED<br>PS&E<br>R/W Sup<br>Con Sup<br>R/W Cap<br>Const Cap<br>Total | | | **$0**<br>**$0**<br>**$0**<br>**$390**<br>**$7**<br>**$463**<br>**$860** | <br><br><br>**18-19**<br>**18-19**<br>**18-19** |

Note: Environmental work split off from project EA 29811/PPNO 01-3099 to effectively manage short-term and long-term mitigation needs.

# List of 2018 SHOPP Amendments
## (Cost, Scope, Schedule and Technical Changes. Includes Federal Emergency Relief.)

| Project No.<br>Dist-Co-Rte<br>PM<br>PPNO<br>Project ID<br>EA | Project Location and Description of Work<br>Performance Measure | FY<br>Program Code | | Project Costs ($1,000) | | | |
|---|---|---|---|---|---|---|---|
| 11<br>01-Lak-29<br>50.8<br>3130<br>0118000172<br>0E081 | Near Upper Lake, at Robinson Creek Bridge No. 14 -0030 (PM 50.82); also on Route 175 at Kelsey Creek Bridge No. 14-0044 (PM 19.48); **also on Route 20 at Morrison Creek Bridge No. 14-0004 (PM 16.81)**. Widen bridge and upgrade bridge rails at Robinson Creek Bridge **and Morrison Creek Bridge,** and replace existing Kelsey Creek Bridge.<br><br>Performance Measure<br>~~176.0 Linear feet~~<br>**346.0 Linear feet**<br><br>(Concurrent COS Supplemental allocation under Resolution FA-18-46.) | 20-21<br>201.112 | PA&ED<br>PS&E<br>R/W Sup<br>Con Sup<br>R/W Cap<br>Const Cap<br>Total | $200<br>~~$726~~<br>~~$129~~<br>~~$871~~<br>~~$63~~<br>~~$3,821~~<br>~~$5,810~~ | Prior<br>19-20<br>19-20<br>20-21<br>20-21<br>20-21<br> | $200<br>**$1,882**<br>**$223**<br>**$2,030**<br>**$833**<br>**$5,665**<br>**$10,833** | Prior<br>19-20<br>19-20<br>20-21<br>20-21<br>20-21<br> |
| 12<br>01-Men-1<br>6.5/9.5<br>4630<br>0116000047<br>0F710 | Near Gualala, from 0.4 mile north of Havens Neck Drive to 0.5 mile south of Iverson Road. Widen shoulders and install edge-line rumble strips and guardrail.<br><br>Performance Measure<br>6 Collision(s) reduced<br><br>(Concurrent PS&E and R/W Sup Allocation Time Extension under Waiver 19-29.) | ~~19-20~~<br>**20-21**<br>201.010 | PA&ED<br>PS&E<br>R/W Sup<br>Con Sup<br>R/W Cap<br>Const Cap<br>Total | $940<br>$978<br>$472<br>$728<br>~~$433~~<br>~~$519~~<br>~~$4,070~~ | Prior<br>18-19<br>18-19<br>~~19-20~~<br>~~19-20~~<br>~~19-20~~<br> | $940<br>$978<br>$472<br>$728<br>**$455**<br>**$1,334**<br>**$4,907** | Prior<br>18-19<br>18-19<br>**20-21**<br>**20-21**<br>**20-21**<br> |

Note: Remove Morrison Creek Bridge from project EA 0E080/PPNO 01-3098 and add to this project. The need for cultural analysis delayed the Morrison Creek Bridge delivery schedule and it now better aligns with this project. Further cost increases are associated with additional piles, retaining wall, and required environmental mitigation.

Performance Measure: Bridges (3 bridge(s))

| | Unit | Good | Fair | Poor | Quantity |
|---|---|---|---|---|---|
| Existing Condition | Linear feet rail | 0.0 | 136.0 | 142.0 | 278.0 |
| Post Condition | Linear feet rail | 346.0 | 0.0 | 0.0 | 346.0 |

Note: Delay in receiving survey data necessary for preliminary design and longer processing time by Mendocino County for the Coastal Development Permit resulted in the delay of the project. To reduce impacts to adjacent landowners, there is an increase in quantities for earthwork, pavement structural section, traffic control, and drainage, which results in an increase in cost.

# List of 2018 SHOPP Amendments
## (Cost, Scope, Schedule and Technical Changes. Includes Federal Emergency Relief.)

| Project No.<br>Dist-Co-Rte<br>PM<br>PPNO<br>Project ID<br>EA | Project Location and Description of Work<br>Performance Measure | FY<br>Program Code | | Project Costs ($1,000) | | | |
|---|---|---|---|---|---|---|---|
| 13<br>01-Men-1<br>31.4<br>4588<br>0113000125<br>0E110 | Near Fort Bragg, at Elk Creek Bridge No. 10-0120.<br>Replace ~~and upgrade~~ bridge ~~rails~~.<br><br>Performance Measure<br>~~321.5 Linear feet~~<br>**532.0 Linear feet** | ~~19-20~~<br>**21-22**<br>201.112 | PA&ED<br>PS&E<br>R/W Sup<br>Con Sup<br>R/W Cap<br>Const Cap<br>Total | $1,363<br>$1,445<br>$191<br>$1,759<br>$333<br>~~$7,325~~<br>~~$12,416~~ | Prior<br>~~19-20~~<br>~~19-20~~<br>~~19-20~~<br>~~19-20~~<br>~~19-20~~ | $1,363<br>$1,445<br>$191<br>$1,759<br>$333<br>**$8,325**<br>**$13,416** | Prior<br>**20-21**<br>**20-21**<br>**21-22**<br>**21-22**<br>**21-22** |

Note: A change in scope from bridge rail replacement to complete bridge replacement is necessary due to newly identified scour issues. This change results in increased construction capital and performance, and project delay to allow for more design time.

Performance Measure: Bridges (1 bridge(s))

| | Unit | Good | Fair | Poor | Quantity |
|---|---|---|---|---|---|
| Existing Condition | Linear feet rail | 0.0 | 0.0 | 324.0 | 324.0 |
| Post Condition | Linear feet rail | 532.0 | 0.0 | 0.0 | 532.0 |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| 14<br>01-Men-1<br>41.8/42.3<br>4578<br>0112000300<br>0C550 | Near Albion, from 1.5 miles north of Route 128 to 0.1 mile south of Navarro Ridge Road. Widen for standard shoulders**, improve roadway cross slope,** and install rumble strips and guardrail.<br><br>Performance Measure<br>16 Collision(s) reduced | 19-20<br>201.010 | PA&ED<br>PS&E<br>R/W Sup<br>Con Sup<br>R/W Cap<br>Const Cap<br>Total | $622<br>$326<br>$223<br>$608<br>~~$462~~<br>~~$1,702~~<br>~~$3,943~~ | Prior<br>Prior<br>Prior<br>19-20<br>19-20<br>19-20 | $622<br>$326<br>$223<br>$608<br>**$606**<br>**$3,209**<br>**$5,594** | Prior<br>Prior<br>Prior<br>19-20<br>19-20<br>19-20 |

Note: Cross-slope improvements were added to the scope of the project during design to mitigate the inadequate curve radius. Due to the increased scope and footprint of the project, additional R/W and construction capital is required.

# List of 2018 SHOPP Amendments
## (Cost, Scope, Schedule and Technical Changes. Includes Federal Emergency Relief.)

| Project No.<br>Dist-Co-Rte<br>PM<br>PPNO<br>Project ID<br>EA | Project Location and Description of Work<br>Performance Measure | FY<br>Program Code | | Project Costs ($1,000) | | | |
|---|---|---|---|---|---|---|---|
| 15<br>01-Men-1<br>42.4/43.3<br>4491<br>0100000155<br>40140 | Near Albion, from 2.2 miles north of Route 128 Junction to 0.2 mile north of Salmon Creek Bridge No. 10-0134. Bridge replacement.<br>(G13 Contingency)<br><br><u>Performance Measure</u><br>1 Bridge(s)<br><br>(Concurrent PS&E and R/W Sup Allocation Time Extension under Waiver 19-29.)<br><br>* Phase NOT Programmed.<br>Note: Additional studies found that past bridge paint sandblast work has caused elevated levels of zinc and lead in the groundwater and adjacent properties. In coordination with the Department of Toxic Substance Control, more time is needed to develop a toxic waste removal plan. This has caused a delay to the project. | ~~19-20~~<br>**21-22**<br>201.110 | PA&ED<br>PS&E<br>R/W Sup<br>* Con Sup<br>R/W Cap<br>* <u>Const Cap</u><br>Total | $5,800<br>$5,593<br>$810<br>$6,290<br>$6,324<br><u>$36,775</u><br>$61,592 | Prior<br>18-19<br>18-19<br>~~19-20~~<br>~~19-20~~<br>~~19-20~~ | $5,800<br>$5,593<br>$810<br>$6,290<br>$6,324<br><u>$36,775</u><br>$61,592 | Prior<br>18-19<br>18-19<br>**21-22**<br>**21-22**<br>**21-22** |

| 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 | 21,915.0 | 21,915.0 |
| Post Condition | Square feet | 21,915.0 | 0.0 | 0.0 | 21,915.0 |

| Project No.<br>Dist-Co-Rte<br>PM<br>PPNO<br>Project ID<br>EA | Project Location and Description of Work<br>Performance Measure | FY<br>Program Code | | Project Costs ($1,000) | | | |
|---|---|---|---|---|---|---|---|
| 16<br>01-Men-20<br>33.3/34.4<br>4587<br>0113000123<br>0E090 | Near Ukiah, from east of Route 101 to east of Road 144 at Russian River Bridge and Overhead No. 10 -0182 **and Redwood Valley Undercrossing No. 10 -0183**. ~~Rehabilitate bridge deck.~~ **Replace two bridges with a single bridge on a new alignment.**<br><br><u>Performance Measure</u><br>2 Bridge(s)<br><br>Note: Change scope to replace two bridges with one full length bridge on a new alignment. This requires new structures rather than deck replacement and performance is updated to show deck area of new bridge. Increase R/W support and capital for offsite mitigation and acquisition of three added parcels due to the new alignment and wider bridge. Increase construction support and capital due to scope changes and additional inspection required. | 20-21<br>201.110 | PA&ED<br>PS&E<br>R/W Sup<br>Con Sup<br>R/W Cap<br><u>Const Cap</u><br>Total | $2,087<br>$3,129<br>~~$260~~<br>~~$7,824~~<br>~~$250~~<br><u>~~$25,832~~</u><br>~~$39,382~~ | Prior<br>19-20<br>19-20<br>20-21<br>20-21<br>20-21<br>20-21 | $2,087<br>$3,129<br>**$301**<br>**$9,335**<br>**$4,490**<br><u>**$25,868**</u><br>**$45,210** | Prior<br>19-20<br>19-20<br>20-21<br>20-21<br>20-21 |

| 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 | 0.0 | 19,967.0 | 19,967.0 |
| Post Condition | Square feet | 45,500.0 | 0.0 | 0.0 | 45,500.0 |

# List of 2018 SHOPP Amendments
## (Cost, Scope, Schedule and Technical Changes. Includes Federal Emergency Relief.)

| Project No.<br>Dist-Co-Rte<br>PM<br>PPNO<br>Project ID<br>EA | Project Location and Description of Work<br>Performance Measure | FY<br>Program Code | | Project Costs ($1,000) | | | |
|---|---|---|---|---|---|---|---|
| 17<br>02-Las-36<br>~~6.1/14.3~~<br>**6.0/14.6**<br>3468<br>0200020287<br>4E460 | Near Westwood, from **1.3** ~~1.2~~ miles west of Goodrich Creek Bridge to **1.0 mile** ~~1.3 miles~~ west of Willard Creek Road. Rehabilitate roadway.<br><br>Performance Measure<br>20.9 Lane mile(s) | 19-20<br>201.120 | PA&ED<br>PS&E<br>R/W Sup<br>Con Sup<br>R/W Cap<br>Const Cap<br>Total | $1,650<br>$1,600<br>$340<br>$2,173<br>~~$1,302~~<br>~~$22,789~~<br>~~$29,854~~ | Prior<br>Prior<br>Prior<br>19-20<br>19-20<br>19-20 | $1,650<br>$1,600<br>$340<br>$2,173<br>**$4,833**<br>**$25,825**<br>**$36,421** | Prior<br>Prior<br>Prior<br>19-20<br>19-20<br>19-20 |

Note: Refine post mile limits to capture all approved scope. Increase in R/W capital is due to newly identified wetland and riparian impacts, additional utility relocation costs when local utility district was found to have prior rights, and a needed service contract for early site timber removal. Increase in construction capital is due to added late work at many drainage systems, and due to higher market prices for excavation and remote location paving.

Performance Measure: Pavement

| | Unit | Good | Fair | Poor | Quantity |
|---|---|---|---|---|---|
| Existing Condition | Lane mile(s) | 0.0 | 13.5 | 7.4 | 20.9 |
| Post Condition | Lane mile(s) | 20.9 | 0.0 | 0.0 | 20.9 |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 18<br>02-Las-36<br>7.2/7.4<br>3512<br>0213000006<br>4F560 | Near Westwood, at Goodrich Creek Bridge No. 07 -0048. Replace bridge.<br><br>Performance Measure<br>1 Bridge(s) | 19-20<br>201.110 | PA&ED<br>PS&E<br>R/W Sup<br>Con Sup<br>R/W Cap<br>Const Cap<br>Total | $1,500<br>$1,280<br>$60<br>$1,419<br>~~$45~~<br>$3,611<br>~~$7,915~~ | Prior<br>Prior<br>Prior<br>19-20<br>19-20<br>19-20 | $1,500<br>$1,280<br>$60<br>$1,419<br>**$178**<br>$3,611<br>**$8,048** | Prior<br>Prior<br>Prior<br>19-20<br>19-20<br>19-20 |

Note: Increase to R/W capital for higher mitigation costs due to additional wetland and riparian involvement that was not recognized prior to receiving the detailed wetland delineation.

Performance Measure: Bridges (1 bridge(s))

| | Unit | Good | Fair | Poor | Quantity |
|---|---|---|---|---|---|
| Existing Condition | Square feet | 0.0 | 904.0 | 0.0 | 904.0 |
| Post Condition | Square feet | 904.0 | 0.0 | 0.0 | 904.0 |

# List of 2018 SHOPP Amendments
## (Cost, Scope, Schedule and Technical Changes. Includes Federal Emergency Relief.)

| Project No.<br>Dist-Co-Rte<br>PM<br>PPNO<br>Project ID<br>EA | Project Location and Description of Work<br>Performance Measure | FY<br>Program Code | | Project Costs ($1,000) | | | |
|---|---|---|---|---|---|---|---|
| 19<br>02-Mod-139<br>~~R2.5/30.5~~<br>**R3.5/30.3**<br>3589<br>0215000052<br>0H570 | Near Canby, from ~~0.3 mile~~ **1.3 miles** north of Howards Gulch Bridge to 0.1 mile ~~north~~ **south** of Clear Lake Road, at various locations. Improve drainage facilities by repairing or replacing culverts.<br><br>Performance Measure<br>~~15 Culvert(s)~~<br>**7 Culvert(s)** | 21-22<br>201.151 | PA&ED<br>PS&E<br>R/W Sup<br>Con Sup<br>R/W Cap<br>Const Cap<br>Total | $890<br>$360<br>$250<br>$700<br>$71<br>~~$1,800~~<br>~~$4,071~~ | Prior<br>20-21<br>20-21<br>21-22<br>21-22<br>21-22 | $890<br>$360<br>$250<br>$700<br>$71<br>**$1,481**<br>**$3,752** | Prior<br>20-21<br>20-21<br>21-22<br>21-22<br>21-22 |

Note: Nine low-cost culvert locations have been already constructed under previous project EA 4E440/PPNO 02-3466, resulting in changes to post mile limits, description, and performance, and a decrease in construction capital. One new location with a recurring flooding issue is added to this project.

Performance Measure: Culverts (7 each)

| | Unit | Good | Fair | Poor | Quantity |
|---|---|---|---|---|---|
| Existing Condition | Linear feet | 0.0 | 244.2 | 613.1 | 857.3 |
| Post Condition | Linear feet | 908.5 | 0.0 | 0.0 | 908.5 |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| 20<br>02-Teh-36<br>~~87.8/88.8~~<br>**87.8/89.1**<br>3641<br>0216000052<br>1H740 | Near Mineral, from 0.1 mile to ~~1.2~~ **1.5** miles east of Route 89. Curve improvement.<br><br>Performance Measure<br>24 Collision(s) reduced | 19-20<br>201.010 | PA&ED<br>PS&E<br>R/W Sup<br>Con Sup<br>R/W Cap<br>Const Cap<br>Total | $840<br>$751<br>$50<br>$1,240<br>~~$401~~<br>~~$4,324~~<br>~~$7,606~~ | Prior<br>Prior<br>Prior<br>19-20<br>19-20<br>19-20 | $840<br>$751<br>$50<br>$1,240<br>**$480**<br>**$5,220**<br>**$8,581** | Prior<br>Prior<br>Prior<br>19-20<br>19-20<br>19-20 |

Note: Increase R/W capital to fund a separate service contract for early tree removal. Increase construction capital to reflect the most recent trends in bid price item increases to traffic control, asphalt, drainage, and stormwater items. This project will combine with minor project EA 2H140 for construction, and the post mile refinement will allow limits for the projects to match.

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| 21<br>02-Tri-299<br>3.6<br>3559<br>0214000029<br>4G620 | Near Salyer, at the Francis B. Matthews Safety Roadside Rest Area (SRRA). Upgrade potable water system ~~and wastewater system~~.<br><br>Performance Measure<br>1 Location(s) | 19-20<br>201.235 | PA&ED<br>PS&E<br>R/W Sup<br>Con Sup<br>R/W Cap<br>Const Cap<br>Total | $470<br>$860<br>$50<br>~~$590~~<br>$0<br>~~$2,300~~<br>~~$4,270~~ | Prior<br>Prior<br>Prior<br>19-20<br>19-20 | $470<br>$860<br>$50<br>**$410**<br>$0<br>**$1,040**<br>**$2,830** | Prior<br>Prior<br>Prior<br>19-20<br>19-20 |

Note: Remove wastewater treatment system from the scope as the North Coast Regional Water Quality Control Board indicated that there are no violations with the existing system. Replace sidewalk to conform to Americans with Disabilities Act (ADA) standards, and overlay and re-stripe the existing parking area resulting in an overall decrease in construction support and capital.

# 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) | | | |
|---|---|---|---|---|---|---|---|
| 22<br>03-But-99<br>13.3/45.9<br>2433<br>0315000145<br>0H330 | In and near Chico, from north of Route 162 to north of Broyles Road. Bridge rail upgrade at six locations.<br><br>Performance Measure<br>~~999.0 Linear feet~~<br>**1,028.0 Linear feet** | 19-20<br>201.112 | PA&ED<br>PS&E<br>R/W Sup<br>Con Sup<br>R/W Cap<br>Const Cap<br>Total | $610<br>$1,230<br>$60<br>$1,425<br>~~$363~~<br>~~$5,235~~<br>~~$8,923~~ | Prior<br>Prior<br>Prior<br>19-20<br>19-20<br>19-20 | $610<br>$1,230<br>$60<br>$1,425<br>**$1,246**<br>**$4,405**<br>**$8,976** | Prior<br>Prior<br>Prior<br>19-20<br>19-20<br>19-20 |

Note: Increase R/W capital as the environmental mitigation and utility relocation costs at the Western Canal Bridge location are higher than anticipated. Decrease construction capital due to updated unit costs and a decreased contingency estimate. Update bridge rail quantity resulting from improved accuracy and use of a database to track accurate measurements.

Performance Measure: Bridges (6 bridge(s))

| | Unit | Good | Fair | Poor | Quantity |
|---|---|---|---|---|---|
| Existing Condition | Linear feet rail | 0.0 | 492.0 | 536.0 | 1,028.0 |
| Post Condition | Linear feet rail | 1,028.0 | 0.0 | 0.0 | 1,028.0 |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| 23<br>03-But-99<br>14.9/15.7<br>2425<br>0314000101<br>0F290 | Near Richvale, at Cottonwood Creek Bridge No. 12 -0120, from 0.3 mile south to 0.5 mile north of Nelson Avenue. Replace and realign scour-critical bridge.<br><br>Performance Measure<br>1 Bridge(s) | 19-20<br>201.111 | PA&ED<br>PS&E<br>R/W Sup<br>Con Sup<br>R/W Cap<br>Const Cap<br>Total | $700<br>$1,390<br>$270<br>$2,200<br>~~$590~~<br>~~$6,814~~<br>~~$11,964~~ | Prior<br>Prior<br>Prior<br>19-20<br>19-20<br>19-20 | $700<br>$1,390<br>$270<br>$2,200<br>**$934**<br>**$10,096**<br>**$15,590** | Prior<br>Prior<br>Prior<br>19-20<br>19-20<br>19-20 |

Note: Additional R/W capital is due to increased mitigation to purchase credits for Giant Garter Snake. During design, stage construction plans were revised requiring that the new alignment be built prior to removal of existing alignment. This resulted in increase of roadway excavation and asphalt quantities, and mobilization costs. Need for larger sized culverts and increase in unit price and quantities for structural items also resulted in higher construction capital.

Performance Measure: Bridges (1 bridge(s))

| | Unit | Good | Fair | Poor | Quantity |
|---|---|---|---|---|---|
| Existing Condition | Square feet | 0.0 | 0.0 | 4,467.0 | 4,467.0 |
| Post Condition | Square feet | 5,980.0 | 0.0 | 0.0 | 5,980.0 |

# List of 2018 SHOPP Amendments
## (Cost, Scope, Schedule and Technical Changes. Includes Federal Emergency Relief.)

| Project No.<br>Dist-Co-Rte<br>PM<br>PPNO<br>Project ID<br>EA | Project Location and Description of Work<br>Performance Measure | FY<br>Program Code | | Project Costs ($1,000) | | | |
|---|---|---|---|---|---|---|---|
| 24<br>03-But-99<br>~~28.3/T37.8~~<br>**29.3/T37.8**<br>2437<br>0317000010<br>1H860 | In and near Chico, from ~~Estates Drive~~ **Southgate Avenue** to Garner Lane. Install ~~Intelligent Transportation System (ITS)~~ **Traffic Management System (TMS)** elements.<br><br>Performance Measure<br>~~9.4 Mile(s) of cable~~<br>**3.6 Mile(s) of cable** | 20-21<br>201.315 | PA&ED<br>PS&E<br>R/W Sup<br>Con Sup<br>R/W Cap<br>Const Cap<br>Total | $561<br>$1,177<br>$41<br>$1,352<br>$35<br>$8,470<br>$11,636 | Prior<br>19-20<br>19-20<br>20-21<br>20-21<br>20-21 | $561<br>$1,177<br>$41<br>$1,352<br>$35<br>$8,470<br>$11,636 | Prior<br>19-20<br>19-20<br>20-21<br>20-21<br>20-21 |

Note: Recent bids for similar projects have risen dramatically. To remain within the programmed cost it was decided to reduce the length of fiber optic line, while still maintaining communication systems, by incorporating wireless transmitters. Three additional cameras are also being added to the scope.

| Performance Measure: TMS Elements | Unit | Good (Operational) | Poor (Not Operational) | Quantity |
|---|---|---|---|---|
| Existing Condition | Mile(s) of cable | 0.0% | 0.0% | 0.0 |
| Post Condition | Mile(s) of cable | 100.0% | 0.0% | 3.6 |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| 25<br>03-ED-50<br>18.5/22.5<br>3335<br>0318000294<br>4H370 | In and near Placerville, from west of Schnell School Road to east of Braeburn Lane. Rehabilitate deteriorated culverts and provide access for wildlife crossing the route.<br><br>Performance Measure<br>4 Culvert(s) | 19-20<br>201.151 | PA&ED<br>PS&E<br>R/W Sup<br>Con Sup<br>R/W Cap<br>Const Cap<br>Total | $90<br>$290<br>$60<br>$480<br>$310<br>~~$1,500~~<br>~~$2,730~~ | Prior<br>Prior<br>Prior<br>19-20<br>18-19<br>19-20 | $90<br>$290<br>$60<br>$480<br>$310<br>**$2,600**<br>**$3,830** | Prior<br>Prior<br>Prior<br>19-20<br>18-19<br>19-20 |

Note: Increase construction capital due to the need to shift traffic and allow for construction staging and grading work to simplify construction of the wildlife crossing. This information became available after the completetion of site surveys and geotechnical studies.

| Performance Measure: Culverts (4 each) | Unit | Good | Fair | Poor | Quantity |
|---|---|---|---|---|---|
| Existing Condition | Linear feet | 0.0 | 0.0 | 648.9 | 648.9 |
| Post Condition | Linear feet | 648.9 | 0.0 | 0.0 | 648.9 |

# List of 2018 SHOPP Amendments
## (Cost, Scope, Schedule and Technical Changes. Includes Federal Emergency Relief.)

| Project No.<br>Dist-Co-Rte<br>PM<br>PPNO<br>Project ID<br>EA | Project Location and Description of Work<br>Performance Measure | FY<br>Program Code | | Project Costs ($1,000) | | | |
|---|---|---|---|---|---|---|---|
| 26<br>03-Gle-5<br>R14.6<br>3710<br>0314000161<br>4F420 | Near Willows, at the Willows Safety Roadside Rest Area (SRRA). Upgrade potable water and wastewater systems.<br><br>Performance Measure<br>~~1 Location(s)~~<br>**2 Location(s)** | 19-20<br>201.235 | PA&ED<br>PS&E<br>R/W Sup<br>Con Sup<br>R/W Cap<br>Const Cap<br>Total | $540<br>$550<br>$60<br>$1,180<br>$20<br>~~$4,100~~<br>~~$6,450~~ | Prior<br>Prior<br>Prior<br>19-20<br>19-20<br>19-20 | $540<br>$550<br>$60<br>$1,180<br>$20<br>**$6,145**<br>**$8,495** | Prior<br>Prior<br>Prior<br>19-20<br>19-20<br>19-20 |

Note: Increase to construction capital is due to a higher unit costs for the sludge removal and disposal item, and for electrical items. Update performance to correctly reflect that work is being done at both directional rest areas.

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| 27<br>03-Gle-162<br>76.3/78.6<br>2633<br>0312000052<br>3F060 | At Butte City, from Route 45 to 0.1 mile east of McDougall Street. Replace ~~truss section on~~ Sacramento River Bridge **and Viaduct** No. 11-0017 ~~over the river channel~~ and reconstruct east side roadway to conform with new structure.<br><br>Performance Measure<br>1 Bridge(s) | ~~21-22~~<br>**20-21**<br>201.113 | PA&ED<br>PS&E<br>R/W Sup<br>Con Sup<br>R/W Cap<br>Const Cap<br>Total | $5,500<br>$5,500<br>~~$1,000~~<br>~~$4,000~~<br>~~$4,000~~<br>~~$34,000~~<br>~~$54,000~~ | Prior<br>19-20<br>19-20<br>~~21-22~~<br>~~21-22~~<br>~~21-22~~ | $5,500<br>$5,500<br>**$1,400**<br>**$10,000**<br>**$3,000**<br>**$85,000**<br>**$110,400** | Prior<br>19-20<br>19-20<br>**20-21**<br>**20-21**<br>**20-21** |

(Concurrent SB 1 Baseline Agreement approval under Resolution SHOPP-P-1819-13B.)

(Concurrent COS allocation under Resolution FP-18-81.)

Note: After further geotechnical and shear capacity analysis, to mitigate both shear load deficiencies and seismic vulnerabilities, it is recommended to replace both steel truss and concrete viaduct over Sacramento River and its floodplain. Increase in scope and number of working days resulted in significant increase in construction capital and support. Additional R/W support is required due to anticipated involvement with utility relocations and affected parcels.

Performance Measure: Bridges (1 bridge(s))

| | Unit | Good | Fair | Poor | Quantity |
|---|---|---|---|---|---|
| Existing Condition | Square feet | 0.0 | 0.0 | 149,758.0 | 149,758.0 |
| Post Condition | Square feet | 193,071.0 | 0.0 | 0.0 | 193,071.0 |

# List of 2018 SHOPP Amendments
## (Cost, Scope, Schedule and Technical Changes. Includes Federal Emergency Relief.)

| Project No.<br>Dist-Co-Rte<br>PM<br>PPNO<br>Project ID<br>EA | Project Location and Description of Work<br>Performance Measure | FY<br>Program Code | | Project Costs ($1,000) | | | |
|---|---|---|---|---|---|---|---|
| 28<br>03-Nev-20<br>29.7/30.9<br>3994<br>0315000116<br>0H240 | Near Nevada City, from 0.1 mile east of White Cloud Campground to 0.9 mile west of Washington Road. Curve improvement, shoulder widening and improve clear recovery zone.<br><br><u>Performance Measure</u><br>46 Collision(s) reduced<br><br>(Concurrent PS&E and R/W Sup Allocation Time Extension under Waiver 19-29.)<br>Note: Due to the presence of archaeological sites and prehistoric cultural resources, additional environmental studies and coordination with United States Forest Service are required, resulting in a delay of the project. | ~~19-20~~<br>**20-21**<br>201.010 | PA&ED<br>PS&E<br>R/W Sup<br>Con Sup<br>R/W Cap<br><u>Const Cap</u><br>Total | $1,096<br>$976<br>$291<br>$1,286<br>$613<br><u>$8,237</u><br>$12,499 | Prior<br>18-19<br>18-19<br>~~19-20~~<br>~~19-20~~<br>~~19-20~~ | $1,096<br>$976<br>$291<br>$1,286<br>$613<br><u>$8,237</u><br>$12,499 | Prior<br>18-19<br>18-19<br>**20-21**<br>**20-21**<br>**20-21** |
| 29<br>03-Nev-20<br>37.1/39.8<br>4000<br>0317000165<br>2H620 | Near Emigrant Gap, from 0.3 mile west of Excelsior Point Road to 1.3 mile west of Zeibright Road. Curve improvement and widen shoulders.<br><br><u>Performance Measure</u><br>52 Collision(s) reduced<br><br>(Concurrent PS&E and R/W Sup Allocation Time Extension under Waiver 19-29.)<br>Note: Due to the presence of archaeological sites and prehistoric cultural resources, additional environmental studies and coordination with United States Forest Service are required, resulting in delaying the project. | ~~19-20~~<br>**20-21**<br>201.010 | PA&ED<br>PS&E<br>R/W Sup<br>Con Sup<br>R/W Cap<br><u>Const Cap</u><br>Total | $3,920<br>$2,810<br>$410<br>$3,480<br>$1,380<br><u>$27,480</u><br>$39,480 | Prior<br>18-19<br>18-19<br>~~19-20~~<br>~~19-20~~<br>~~19-20~~ | $3,920<br>$2,810<br>$410<br>$3,480<br>$1,380<br><u>$27,480</u><br>$39,480 | Prior<br>18-19<br>18-19<br>**20-21**<br>**20-21**<br>**20-21** |
| 30<br>03-Pla-80<br>2.8<br>5113<br>0315000174<br>0H460 | In Roseville, at the Atlantic Street/Eureka Road westbound onramp. Install ramp meters and widen ramp for storage capacity.<br><br><u>Performance Measure</u><br>~~1542.0 Daily vehicle hour(s) of delay (DVHD)~~<br>**563.0 Daily vehicle hour(s) of delay (DVHD)**<br><br>Note: Increase in construction capital is due to bridge abutment foundation type change from driven piles to Cast in Drilled Hole (CIDH) piles to ensure impacts are in compliance with the assumptions made with the current Negative Declaration environmental document. Correction to the performance as a calculation error was previously made converting the units from 1,000 Vehicle Hours to Daily Vehicle Hours of Delay (DVHD). | 19-20<br>201.310 | PA&ED<br>PS&E<br>R/W Sup<br>Con Sup<br>R/W Cap<br><u>Const Cap</u><br>Total | $700<br>$700<br>$130<br>$900<br>$270<br><u>~~$6,440~~</u><br>~~$9,140~~ | Prior<br>Prior<br>Prior<br>19-20<br>19-20<br>19-20 | $700<br>$700<br>$130<br>$900<br>$270<br><u>**$8,500**</u><br>**$11,200** | Prior<br>Prior<br>Prior<br>19-20<br>19-20<br>19-20 |

# List of 2018 SHOPP Amendments
## (Cost, Scope, Schedule and Technical Changes. Includes Federal Emergency Relief.)

| Project No.<br>Dist-Co-Rte<br>PM<br>PPNO<br>Project ID<br>EA | Project Location and Description of Work<br>Performance Measure | FY<br>Program Code | | Project Costs ($1,000) | | | |
|---|---|---|---|---|---|---|---|
| 31<br>03-Pla-80<br>46.3/R63.5<br>5097<br>0300020615<br>2F570 | In Placer County, at various locations. Replace bridges at four locations.<br><br><u>Performance Measure</u><br>4 Bridge(s) | 19-20<br>201.110 | PA&ED<br>PS&E<br>R/W Sup<br>Con Sup<br>R/W Cap<br><u>Const Cap</u><br>Total | $2,720<br>$6,350<br>$485<br>$6,430<br>~~$200~~<br><u>~~$32,200~~</u><br>~~$48,385~~ | Prior<br>Prior<br>Prior<br>19-20<br>19-20<br><u>19-20</u> | $2,720<br>$6,350<br>$485<br>$6,430<br>**$550**<br><u>**$36,700**</u><br>**$53,235** | Prior<br>Prior<br>Prior<br>19-20<br>19-20<br><u>19-20</u> |

Note: It was discovered that at Crystal Springs Overcrossing, the north side abutment is situated on highly saturated, unstable slope. The foundation design necessitates the need for a cut-off wall and a series of horizontal drains, resulting in an increase for construction capital. Relocating fiber optic facilities at Cisco Overcrossing using boring and jacking method prior to construction will eliminate the risk of construction delays, but requires additional R/W capital.

Performance Measure: Bridges (4 bridge(s))

| | Unit | Good | Fair | Poor | Quantity |
|---|---|---|---|---|---|
| Existing Condition | Square feet | 9,623.0 | 6,017.0 | 14,768.0 | 30,408.0 |
| Post Condition | Square feet | 36,450.0 | 0.0 | 0.0 | 36,450.0 |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| 32<br>03-Sac-50<br>L0.0/L0.5<br>6247<br>0316000056<br>1H100 | In the city of Sacramento, from the Sacramento River Viaduct (Pioneer Bridge) to 4th Street; also on Route 5 from 0.2 mile south of Broadway to S Street (PM 22.15 to 22.91). Clean and paint steel bridge girders within Route 5/50 Interchange.<br><br><u>Performance Measure</u><br>~~11 Bridge(s)~~<br>**9 Bridge(s)** | 20-21<br>201.119 | PA&ED<br>PS&E<br>R/W Sup<br>Con Sup<br>R/W Cap<br><u>Const Cap</u><br>Total | $350<br>$940<br>$10<br>$3,010<br>$20<br><u>$16,700</u><br>$21,030 | Prior<br>19-20<br>19-20<br>20-21<br>20-21<br><u>20-21</u> | $350<br>$940<br>$10<br>$3,010<br>$20<br><u>$16,700</u><br>$21,030 | Prior<br>19-20<br>19-20<br>20-21<br>20-21<br><u>20-21</u> |

Note: The previous capital cost was underestimated based on low unit costs for cleaning, spot blasting and painting. Reduce project scope and performance to stay within the programmed costs. Locations removed from this project will be programmed in a future project.

Performance Measure: Bridges (9 bridge(s))

| | Unit | Good | Fair | Poor | Quantity |
|---|---|---|---|---|---|
| Existing Condition | Square feet | 279,926.0 | 50,741.0 | 0.0 | 330,667.0 |
| Post Condition | Square feet | 279,926.0 | 50,741.0 | 0.0 | 330,667.0 |

# 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) | |
|---|---|---|---|---|---|
| 33<br>~~03-Sac-50~~<br>~~R0.5/R3.2~~<br>~~6246~~<br>~~0316000051~~<br>1H050 | ~~In Sacramento, from Stockton Boulevard to Folsom Boulevard. Construct textured pavement in narrow areas, pave partial slopes, relocate and reconstruct irrigation system, and install plantings and mulch to reduce maintenance and improve highway worker safety.~~<br><br>~~Performance Measure~~<br>~~76 Location(s)~~<br>Note: Delete project. The pavement rehabilitation project EA 0H080/PPNO 03-6177 eliminates the need for this project. | ~~20-21~~<br>~~201.235~~ | PA&ED<br>PS&E<br>R/W Sup<br>Con Sup<br>R/W Cap<br>Const Cap<br>Total | ~~$170~~<br>~~$520~~<br>~~$40~~<br>~~$480~~<br>~~$10~~<br>~~$4,000~~<br>~~$5,220~~ | ~~Prior~~<br>~~19-20~~<br>~~19-20~~<br>~~20-21~~<br>~~20-21~~<br>~~20-21~~ |
| 34<br>03-Sac-50<br>~~12.5/23.1~~<br>**15.7/23.1**<br>6248<br>0317000006<br>1H820 | In and near Rancho Cordova and Folsom, from ~~Sunrise Boulevard~~ **Hazel Avenue** to the county line; also in El Dorado County near El Dorado Hills, from the county line to **0.1 mile east of White Rock Road (PM 0.0/R1.9)** ~~Silva Valley Parkway (PM 0.0/1.7)~~. Install fiber optic cable **and wireless communication systems**.<br><br>Performance Measure<br>~~12.3 Mile(s) of cable~~<br>**3.5 Mile(s) of cable**<br><br>Note: Recent bids for similar projects have risen dramatically. To remain within the programmed cost it was decided to reduce the length of fiber optic line, while still maintaining communication systems, by incorporating wireless transmitters. As a result, the reduction in exposure to utilities reduced R/W capital. | 20-21<br>201.315 | PA&ED<br>PS&E<br>R/W Sup<br>Con Sup<br>R/W Cap<br>Const Cap<br>Total | $240<br>$950<br>$110<br>$1,050<br>~~$21~~<br>$4,650<br>~~$7,021~~ | Prior<br>Prior<br>Prior<br>20-21<br>20-21<br>20-21 | $240<br>$950<br>$110<br>$1,050<br>**$5**<br>$4,650<br>**$7,005** | Prior<br>Prior<br>Prior<br>20-21<br>20-21<br>20-21 |

| Performance Measure: TMS Elements | Unit | Good (Operational) | Poor (Not Operational) | Quantity |
|---|---|---|---|---|
| Existing Condition | Mile(s) of cable | 0.0% | 0.0% | 0.0 |
| Post Condition | Mile(s) of cable | 100.0% | 0.0% | 3.5 |

# List of 2018 SHOPP Amendments
## (Cost, Scope, Schedule and Technical Changes. Includes Federal Emergency Relief.)

| Project No.<br>Dist-Co-Rte<br>PM<br>PPNO<br>Project ID<br>EA | Project Location and Description of Work<br>Performance Measure | FY<br>Program Code | | Project Costs ($1,000) | | | |
|---|---|---|---|---|---|---|---|
| 35<br>03-Sie-49<br>Var<br>7809<br>0318000176<br>4H100 | Near Downieville, at various locations. Permanent embankment restoration by **reconstructing the existing lane adjacent to river as a side hill viaduct** ~~placing Rock Slope Protection (RSP)~~.<br><br><u>Performance Measure</u><br>4 Location(s)<br><br>(Concurrent COS allocation under Resolution FP-18-81.) | 19-20<br>201.131 | PA&ED<br>PS&E<br>R/W Sup<br>Con Sup<br>R/W Cap<br><u>Const Cap</u><br>Total | $710<br>$920<br>$90<br>~~$1,390~~<br>~~$615~~<br><u>$11,200</u><br>~~$14,925~~ | Prior<br>18-19<br>18-19<br>19-20<br>19-20<br>19-20 | $710<br>$920<br>$90<br>**$2,700**<br>**$5**<br><u>$11,200</u><br>**$15,625** | Prior<br>18-19<br>18-19<br>19-20<br>19-20<br>19-20 |
| | Note: Project scope and description have changed to simplify project construction and traveler impacts. A side hill viaduct will now be constructed instead of placing 8-ton rock slope protection, which would have required the use of a large crane resulting in roadway closure and detour of 42 days. Due to the change in scope, the construction support has increased and R/W capital has decreased. | | | | | | |
| 36<br>03-Yol-84<br>13.3/15.7<br>9058<br>0317000114<br>2H460 | Near West Sacramento, from 3.7 miles north of Clarksburg Road to **4.0 miles north of Babel Slough Road.** ~~Levee Access Road.~~ Permanent restoration of damaged pavement ~~and supporting levee embankment~~.<br><br><u>Performance Measure</u><br>1 Location(s)<br><br>(Concurrent COS allocation under Resolution FP-18-81.) | 19-20<br>201.131 | PA&ED<br>PS&E<br>R/W Sup<br>Con Sup<br>R/W Cap<br><u>Const Cap</u><br>Total | $2,080<br>$1,930<br>$990<br>~~$5,890~~<br>~~$7,200~~<br><u>~~$51,950~~</u><br>~~$70,040~~ | Prior<br>18-19<br>18-19<br>19-20<br>19-20<br>19-20 | $2,080<br>$1,930<br>$990<br>**$550**<br>**$15**<br><u>**$8,804**</u><br>**$14,369** | Prior<br>18-19<br>18-19<br>19-20<br>19-20<br>19-20 |
| | Note: Department of Water Resources is planing to perform major levee reconstruction work at a later date, which would make levee reconstruction work proposed for this project redundant. This results in a reduced scope and decrease of R/W capital, construction capital, and construction support. | | | | | | |
| 37<br>~~03-Yub-49~~<br>~~5.9/6.1~~<br>~~9683~~<br>~~0318000178~~<br>4H120 | ~~Near Camptonville, from 0.5 mile to 0.7 mile north of Camptonville Road. Permanent slope restoration by placing Rock Slope Protection (RSP), constructing concrete barrier and drainage systems, and widening shoulders.~~<br><br>~~Performance Measure~~<br>~~1 Location(s)~~ | ~~19-20~~<br>~~201.131~~ | PA&ED<br>PS&E<br>R/W Sup<br>Con Sup<br>R/W Cap<br><u>Const Cap</u><br>Total | ~~$760~~<br>~~$880~~<br>~~$90~~<br>~~$500~~<br>~~$235~~<br><u>~~$4,800~~</u><br>~~$7,265~~ | ~~Prior~~<br>~~Prior~~<br>~~Prior~~<br>~~19-20~~<br>~~19-20~~<br>~~19-20~~ | | |
| | Note: Delete project. This slide has been repaired and restored under emergency repair order EA 03-0J040. | | | | | | |

# List of 2018 SHOPP Amendments
## (Cost, Scope, Schedule and Technical Changes. Includes Federal Emergency Relief.)

| Project No.<br>Dist-Co-Rte<br>PM<br>PPNO<br>Project ID<br>EA | Project Location and Description of Work<br>Performance Measure | FY<br>Program Code | | Project Costs ($1,000) | | | |
|---|---|---|---|---|---|---|---|
| 38<br>03-Yub-70<br>~~14.9/15.6~~<br>**14.8/15.7**<br>9820<br>0315000082<br>0H160 | In and near Marysville, from **south of** 14th Street to **north of** Cemetery Road. Roadway rehabilitation.<br><br>Performance Measure<br>~~5.0 Lane mile(s)~~<br>**2.4 Lane mile(s)**<br><br>(Concurrent PS&E and R/W Sup Allocation Time Extension under Waiver 19-29.) | ~~20-21~~<br>**21-22**<br>201.120 | PA&ED<br>PS&E<br>R/W Sup<br>Con Sup<br>R/W Cap<br>Const Cap<br>Total | $3,000<br>$3,500<br>$2,500<br>~~$5,500~~<br>$5,000<br>$85,000<br>~~$104,500~~ | Prior<br>18-19<br>18-19<br>~~20-21~~<br>~~20-21~~<br>~~20-21~~ | $3,000<br>$3,500<br>$2,500<br>**$12,000**<br>$5,000<br>$85,000<br>**$111,000** | Prior<br>18-19<br>18-19<br>**21-22**<br>**21-22**<br>**21-22** |

Note: Minor adjustment to post miles and description to reflect actual conform points. Delay project as multiple technical studies are required for the environmental document, and public controversy is anticipated due to the project size and past corridor history. Construction support and working days were underestimated and need additional funds. Correct performance due to updated rules on how to report assets.

| Performance Measure: Pavement | Unit | Good | Fair | Poor | Quantity |
|---|---|---|---|---|---|
| Existing Condition | Lane mile(s) | 0.0 | 2.4 | 0.0 | 2.4 |
| Post Condition | Lane mile(s) | 2.4 | 0.0 | 0.0 | 2.4 |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| 39<br>03-Yub-70<br>16.2/25.8<br>9819<br>0314000153<br>4F380 | Near Marysville, from Laurellen Road to South Honcut Creek Bridge. Widen shoulders and improve clear recovery zone.<br><br>Performance Measure<br>80 Collision(s) reduced<br><br>(Concurrent Allocation Time Extension for PS&E and R/W Sup under Waiver 19-29.)<br><br>(Concurrent COS allocation under Resolution FP-18-81.)<br><br>(Concurrent SB 1 Baseline Agreement approval under Resolution SHOPP-P-1819-13B.)<br><br>(Concurrent R/W Cap allocation under Resolution FP-18-82.) | 19-20<br>201.010 | PA&ED<br>PS&E<br>R/W Sup<br>Con Sup<br>R/W Cap<br>Const Cap<br>Total | $3,906<br>$4,884<br>$6,227<br>$9,030<br>~~$9,850~~<br>$70,735<br>~~$104,640~~ | Prior<br>18-19<br>18-19<br>19-20<br>19-20<br>19-20 | $3,906<br>$4,884<br>$6,227<br>$9,030<br>**$15,200**<br>$70,735<br>**$109,982** | Prior<br>18-19<br>18-19<br>19-20<br>19-20<br>19-20 |

Note: Increase in R/W capital is a result of more detailed information that has now become available. A significant part of the R/W capital increase is related to property owner impacts and utility relocations.

# List of 2018 SHOPP Amendments
## (Cost, Scope, Schedule and Technical Changes. Includes Federal Emergency Relief.)

| Project No.<br>Dist-Co-Rte<br>PM<br>PPNO<br>Project ID<br>EA | Project Location and Description of Work<br>Performance Measure | FY<br>Program Code | | Project Costs<br>($1,000) | |
|---|---|---|---|---|---|
| 40<br>**04-Ala-13**<br>**10.7/13.0**<br>**0124N**<br>**0400020861**<br>**2G461** | **In Berkeley, from Domingo Avenue to Mabel Street. Upgrade curb ramps and repair sidewalks to meet American with Disabilities Act (ADA) standards.**<br><br>**<u>Performance Measure</u>**<br>**22 Curb ramp(s)** | **21-22**<br>**201.378** | PA&ED<br>PS&E<br>R/W Sup<br>Con Sup<br>R/W Cap<br><u>Const Cap</u><br>Total | **$0**<br>**$0**<br>**$0**<br>**$985**<br>**$410**<br>**<u>$4,700</u>**<br>**$6,095** | <br><br><br>**21-22**<br>**21-22**<br>**<u>21-22</u>**<br> |
| | Note: Due to the difficult nature of utility relocation and project delivery timeframe needs, split 15 curb ramp locations from parent project EA 2G460/PPNO 04-0124M into new child EA 2G461/PPNO 04-0124N. Also, add seven locations from nearby EA 2G482/PPNO 04-0124L and EA 2G660/PPNO 04-0144A. | | | | |
| 41<br>04-Ala-13<br>10.8/12.1<br>0124M<br>0400020859<br>2G460 | In Berkeley, from Claremont Avenue to west of Shattuck Avenue. Upgrade curb ramps and repair sidewalks to meet American with Disabilities Act (ADA) standards.<br><br><u>Performance Measure</u><br>~~47 Curb ramp(s)~~<br>**32 Curb ramp(s)** | 19-20<br>201.378 | PA&ED<br>PS&E<br>R/W Sup<br>Con Sup<br>R/W Cap<br><u>Const Cap</u><br>Total | $619 Prior<br>$543 Prior<br>$75 Prior<br>~~$423~~ 19-20<br>~~$120~~ 19-20<br>~~$1,389~~ 19-20<br>~~$3,169~~ | $619 Prior<br>$543 Prior<br>$75 Prior<br>**$985** 19-20<br>**$580** 19-20<br>**<u>$4,278</u>** 19-20<br>**$7,080** |
| | Note: Due to the difficult nature of utility relocation and project delivery timeframe needs, split 15 curb ramp locations into a child project EA 2G461/PPNO 04-0124N. Cost increases are to address relocation and replacement of signals, electroilers, cabinets, and pull boxes, reconstruction of drainage inlets, increase in unit prices and missed items when the cost estimate was last developed. | | | | |

# List of 2018 SHOPP Amendments
## (Cost, Scope, Schedule and Technical Changes. Includes Federal Emergency Relief.)

| Project No.<br>Dist-Co-Rte<br>PM<br>PPNO<br>Project ID<br>EA | Project Location and Description of Work<br>Performance Measure | FY<br>Program Code | | Project Costs ($1,000) | | | |
|---|---|---|---|---|---|---|---|
| 42<br>04-Ala-185<br>~~3.3/9.8~~<br>**3.2/4.9**<br>0091P<br>0400020582<br>1G910 | In ~~Oakland and~~ San Leandro, from **0.1 mile south of** Plaza Drive to **0.1 mile north of 135th Avenue;** ~~55th Avenue; also in Contra Costa County, in El Cerrito on Route 123 (PM 0.18/0.29) and~~ **also** in Pleasant Hill on Route 680 (PM 16.85), at various locations. Reinstall and/or upgrade existing curb ramps and sidewalks to American with Disabilities Act (ADA) standards.<br><br>Performance Measure<br>~~66 Curb ramp(s)~~<br>**38 Curb ramp(s)** | 19-20<br>201.378 | PA&ED<br>PS&E<br>R/W Sup<br>Con Sup<br>R/W Cap<br>Const Cap<br>Total | $446<br>$655<br>$102<br>$450<br>$50<br>$2,252<br>$3,955 | Prior<br>Prior<br>Prior<br>19-20<br>19-20<br>19-20 | $446<br>$655<br>$102<br>$450<br>$50<br>$2,252<br>$3,955 | Prior<br>Prior<br>Prior<br>19-20<br>19-20<br>19-20 |

Note: Reduce performance measures since some locations have been completed under other projects or are no longer within the State Right of Way since Route 123 was recently relinquished. There is no net decrease in construction capital and support because of an increase in unit costs and the complex nature of constructing urban sidewalks and curb ramps.

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| 43<br>04-Ala-580<br>R8.0<br>0480J<br>0414000009<br>0J520 | Near Livermore, near Greenville Road at Greenville Overhead Bridge No. 33-0121R. Rehabilitate westbound structure.<br><br>Performance Measure<br>1 Bridge(s) | 19-20<br>201.110 | PA&ED<br>PS&E<br>R/W Sup<br>Con Sup<br>R/W Cap<br>Const Cap<br>Total | $600<br>$900<br>$120<br>~~$1,000~~<br>~~$140~~<br>~~$5,979~~<br>~~$8,739~~ | Prior<br>Prior<br>Prior<br>19-20<br>19-20<br>19-20 | $600<br>$900<br>$120<br>**$800**<br>**$334**<br>**$3,038**<br>**$5,792** | Prior<br>Prior<br>Prior<br>19-20<br>19-20<br>19-20 |

Note: Detailed studies indicate that seismic retrofit is no longer necessary to rehabilitate the bridge, thus reducing construction capital and support. Increase in R/W capital is due to additional permanent and temporary construction easements and also due to additional environmental permitting requirements caused by the presence of seasonal wetlands.

Performance Measure: Bridges (0 bridge(s))

| | Unit | Good | Fair | Poor | Quantity |
|---|---|---|---|---|---|
| Existing Condition | Square feet | 0.0 | 0.0 | 33,347.0 | 33,347.0 |
| Post Condition | Square feet | 33,347.0 | 0.0 | 0.0 | 33,347.0 |

# List of 2018 SHOPP Amendments
## (Cost, Scope, Schedule and Technical Changes. Includes Federal Emergency Relief.)

| Project No.<br>Dist-Co-Rte<br>PM<br>PPNO<br>Project ID<br>EA | Project Location and Description of Work<br>Performance Measure | FY<br>Program Code | | Project Costs ($1,000) | | | |
|---|---|---|---|---|---|---|---|
| 44<br>04-Ala-580<br>R30.8/46.5<br>1487A<br>0415000075<br>3J050 | In and near Oakland and San Leandro, from Route 238 to Route 80. Install and upgrade Transportation Management System (TMS) elements.<br><br><u>Performance Measure</u><br>~~89 Field element(s)~~<br>**76 Field element(s)** | 19-20<br>201.315 | PA&ED<br>PS&E<br>R/W Sup<br>Con Sup<br>R/W Cap<br><u>Const Cap</u><br>Total | $2,700<br>$2,700<br>$50<br>$3,600<br>~~$10~~<br>~~$17,970~~<br>~~$27,030~~ | Prior<br>Prior<br>Prior<br>19-20<br>19-20<br>19-20 | $2,700<br>$2,700<br>$50<br>$3,600<br>**$20**<br>**~~$17,500~~**<br>**$26,570** | Prior<br>Prior<br>Prior<br>19-20<br>19-20<br>19-20 |

Note: Reduction in performance by elimination of elements that have already been addressed through other contracts. Construction capital reduction reflects the reduced scope of work, but additional R/W capital is required to address increased utility verification and identification efforts.

| Performance Measure: TMS Elements | Unit | Good (Operational) | Poor (Not Operational) | Quantity |
|---|---|---|---|---|
| Existing Condition | Field element(s) | 0.0% | 100.0% | 22.0 |
| Post Condition | Field element(s) | 100.0% | 0.0% | 76.0 |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| 45<br>04-Ala-680<br>R12.4/R21.9<br>0481P<br>0414000019<br>0J620 | In and near Pleasanton and Dublin, from north of Route 84 to Alcosta Boulevard. Roadway rehabilitation.<br>(G13 Contingency)<br><br><u>Performance Measure</u><br>~~63.0 Lane mile(s)~~<br>**58.2 Lane mile(s)** | 19-20<br>201.122 | PA&ED<br>PS&E<br>R/W Sup<br>* Con Sup<br>R/W Cap<br>* <u>Const Cap</u><br>Total | $7,150<br>$7,150<br>$1,500<br>$16,400<br>$75<br><u>$109,853</u><br>$142,128 | Prior<br>18-19<br>18-19<br>19-20<br>19-20<br>19-20 | $7,150<br>$7,150<br>$1,500<br>$16,400<br>$75<br><u>$109,853</u><br>$142,128 | Prior<br>18-19<br>18-19<br>19-20<br>19-20<br>19-20 |

(Concurrent SB 1 Baseline Agreement approval under Resolution SHOPP-P-1819-13B.)

(Concurrent COS allocation under Resolution FP-18-81.)

* Phase NOT Programmed.

Note: Performance measure has been updated based on the most recent pavement measurement guidelines.

| Performance Measure: Pavement | Unit | Good | Fair | Poor | Quantity |
|---|---|---|---|---|---|
| Existing Condition | Lane mile(s) | 2.0 | 51.7 | 4.5 | 58.2 |
| Post Condition | Lane mile(s) | 58.2 | 0.0 | 0.0 | 58.2 |

# List of 2018 SHOPP Amendments
## (Cost, Scope, Schedule and Technical Changes. Includes Federal Emergency Relief.)

| Project No.<br>Dist-Co-Rte<br>PM<br>PPNO<br>Project ID<br>EA | Project Location and Description of Work<br>Performance Measure | FY<br>Program Code | Project Costs ($1,000) | | | | | |
|---|---|---|---|---|---|---|---|---|
| 46<br>04-Ala-880<br>20.9<br>1491G<br>0416000001<br>4J730 | In San Leandro, at the southbound Route 880/238 Connector offramp to Washington Avenue. Reconstruct and signalize offramp.<br><br><u>Performance Measure</u><br>74 Collision(s) reduced | 19-20<br>201.010 | PA&ED<br>PS&E<br>R/W Sup<br>Con Sup<br>R/W Cap<br><u>Const Cap</u><br>Total | $1,200<br>$1,250<br>$125<br>$1,250<br>~~$150~~<br><u>$3,445</u><br>~~$7,420~~ | Prior<br>Prior<br>Prior<br>19-20<br>19-20<br>19-20 | $1,200<br>$1,250<br>$125<br>$1,250<br>**$725**<br><u>$3,445</u><br>**$7,995** | Prior<br>Prior<br>Prior<br>19-20<br>19-20<br>19-20 | |
| | Note: Increase in R/W capital is due to relocation of utility poles that originally were thought could remain in place. The project's build alternative places traffic closer to one pole, thus increasing the probability of collision. The conflict at one pole necessitates the relocation of a series of poles. | | | | | | | |
| 47<br>04-CC-242<br>~~R0.0/R3.4~~<br>**R0.0/R1.6**<br>0269H<br>0412000159<br>26980 | In Concord, from Route 680 to ~~Route 4~~ **0.1 mile north of Concord Avenue**. Pavement rehabilitation **in northbound direction**.<br><br><u>Performance Measure</u><br>~~20.4 Lane mile(s)~~<br>**5.1 Lane mile(s)** | 19-20<br>201.121 | PA&ED<br>PS&E<br>R/W Sup<br>Con Sup<br>R/W Cap<br><u>Const Cap</u><br>Total | $990<br>$1,210<br>$110<br>$1,430<br>$15<br><u>$11,774</u><br>$15,529 | Prior<br>18-19<br>18-19<br>19-20<br>19-20<br>19-20 | $990<br>$1,210<br>$110<br>$1,430<br>$15<br><u>$11,774</u><br>$15,529 | Prior<br>18-19<br>18-19<br>19-20<br>19-20<br>19-20 | |
| | (Concurrent COS allocation under Resolution FP-18-81.)<br>Note: During several field visits, it was determined that the pavement has deteriorated significantly, and the original pavement strategy is no longer viable. Reduce the post mile limits to address the most distressed segments of the roadway that can be rehabilitated within programmed costs. The remaining scope will be addressed in a future project. | | | | | | | |

Performance Measure: Pavement

| | Unit | Good | Fair | Poor | Quantity |
|---|---|---|---|---|---|
| Existing Condition | Lane mile(s) | 0.0 | 5.0 | 0.1 | 5.1 |
| Post Condition | Lane mile(s) | 5.1 | 0.0 | 0.0 | 5.1 |

# List of 2018 SHOPP Amendments
## (Cost, Scope, Schedule and Technical Changes. Includes Federal Emergency Relief.)

| Project No.<br>Dist-Co-Rte<br>PM<br>PPNO<br>Project ID<br>EA | Project Location and Description of Work<br>Performance Measure | FY<br>Program Code | | Project Costs ($1,000) | | | |
|---|---|---|---|---|---|---|---|
| 48<br>04-CC-580<br>1.2<br>1482Q<br>0415000016<br>2J720 | In Richmond, at Stege Drain Bridge No. 28-0091.<br>Bridge rehabilitation.<br><br><u>Performance Measure</u><br>1 Bridge(s) | 19-20<br>201.110 | PA&ED<br>PS&E<br>R/W Sup<br>Con Sup<br>R/W Cap<br><u>Const Cap</u><br>Total | $700 Prior<br>$876 Prior<br>$117 Prior<br>~~$876~~ 19-20<br>$5 19-20<br>~~$5,828~~ 19-20<br>~~$8,402~~ | | $700 Prior<br>$876 Prior<br>$117 Prior<br>**$2,367** 19-20<br>$5 19-20<br>**$10,800** 19-20<br>**$14,865** | |

Note: Increase in construction capital is to reconstruct shoulders so they can be used for detours during the bridge work, to place an additional overlay to cover multiple restriping scars left by the detours, and to strengthen bridge foundation and walls for future deck raising to address sea level rise. Construction support increase is to address this additional work and an extension of working days by 52 percent.

Performance Measure: Bridges (1 bridge(s))

| | Unit | Good | Fair | Poor | Quantity |
|---|---|---|---|---|---|
| Existing Condition | Square feet | 0.0 | 0.0 | 4,026.0 | 4,026.0 |
| Post Condition | Square feet | 4,026.0 | 0.0 | 0.0 | 4,026.0 |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| 49<br>04-Mrn-131<br>R0.9<br>1491A<br>0415000350<br>4J450 | In and near Tiburon, at Blackfield Drive/Greenwood Cove Drive. Intersection improvements to make compliant with the Americans with Disabilities Act (ADA) including removal of traffic islands, upgrading curb ramps and sidewalk, installing new traffic signals, and installing Accessible Pedestrian Signals (APS) pushbuttons and countdown timers.<br><br><u>Performance Measure</u><br>~~7 Curb ramp(s)~~<br>**8 Curb ramp(s)**<br><br>(Concurrent PS&E and R/W Sup Allocation Time Extension under Waiver 19-29.) | 19-20<br>201.361 | PA&ED<br>PS&E<br>R/W Sup<br>Con Sup<br>R/W Cap<br><u>Const Cap</u><br>Total | $400 Prior<br>$409 18-19<br>$220 18-19<br>~~$450~~ 19-20<br>~~$55~~ 19-20<br>~~$1,488~~ 19-20<br>~~$3,022~~ | | $400 Prior<br>$409 18-19<br>$220 18-19<br>**$700** 19-20<br>**$200** 19-20<br>**$2,144** 19-20<br>**$4,073** | |

Note: Increase in construction capital and support is due to the addition of a retaining wall, rubberized asphalt overlay, and increase in traffic control activities to maintain pedestrian access during construction. Increased public outreach and coordination with local agencies is also required during construction. Increase in R/W support is due to additional temporary construction easements, entry permits, and required positive identification of utilities.

# 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<br>04-Nap-29<br>33.1<br>1464K<br>0416000037<br>4J990 | Near Calistoga, at 0.3 mile south of Bothe-Napa Valley State Park entrance at Ritchie Creek Bridge No. 21-0057. Replace bridge and provide financial contributions to improve fish passage barriers at the site ~~and within the adjacent State Park~~ for compliance unit credits towards Statewide National Pollutant Discharge Eliminating System (NPDES) permit mandate goals.<br><br>Performance Measure<br>~~70.0 Acre(s) treated/pollutant~~<br>**42.0 Acre(s) treated/pollutant** | 21-22<br>201.335 | PA&ED<br>PS&E<br>R/W Sup<br>Con Sup<br>R/W Cap<br>Const Cap<br>Total | $1,820<br>$1,300<br>$167<br>$1,300<br>$590<br>~~$7,566~~<br>~~$12,743~~ | Prior<br>20-21<br>20-21<br>21-22<br>21-22<br>21-22 | $1,820<br>$1,300<br>$167<br>$1,300<br>$590<br>**$5,099**<br>**$10,276** | Prior<br>20-21<br>20-21<br>21-22<br>21-22<br>21-22 |
| | Note: Split project to provide a Financial Contribution Only (FCO) to California State Parks under project EA 4J99A/PPNO 04-1464R to improve fish passage barriers located upstream of this project as agreed for compliance unit credits for the NPDES permit goals. | | | | | | |
| 51<br>**04-Nap-29**<br>**33.1**<br>**1464R**<br>**0419000163**<br>**4J99A** | **Near Calistoga, at 0.3 mile south of Bothe-Napa Valley State Park entrance at Ritchie Creek Bridge No. 21-0057. Financial Contribution Only (FCO) to California State Parks to improve fish passage barriers upstream of Ritchie Creeek Bridge within the adjacent Bothe-Napa State Park for compliance unit credits towards Statewide National Pollutant Discharge Eliminating System (NPDES) permit mandate goals.**<br><br>**Performance Measure**<br>**28.0 Acre(s) treated/pollutant** | **19-20**<br>**201.335** | PA&ED<br>PS&E<br>R/W Sup<br>Con Sup<br>R/W Cap<br>Const Cap<br>Total | | | **$0**<br>**$0**<br>**$0**<br>**$0**<br>**$0**<br>**$2,467**<br>**$2,467** | **19-20** |
| | Note: Provide Financial Contribution Only (FCO) to California State Parks to improve fish passage barriers upstream to project EA 4J990/PPNO 04-1464K. | | | | | | |

# List of 2018 SHOPP Amendments
## (Cost, Scope, Schedule and Technical Changes. Includes Federal Emergency Relief.)

| Project No.<br>Dist-Co-Rte<br>PM<br>PPNO<br>Project ID<br>EA | Project Location and Description of Work<br>Performance Measure | FY<br>Program Code | | Project Costs ($1,000) | | | |
|---|---|---|---|---|---|---|---|
| 52<br>04-SCl-35<br>14.1/17.1<br>1462H<br>~~0417000450~~<br>**0419000296**<br>~~0P480~~<br>**0P48U** | Near Saratoga, from Route 9 Junction to San Mateo County line**; also in San Mateo County near Woodside from the Santa Clara County line to Route 84 (PM 2.121/10.518)**. Install centerline rumble strips, curve signs, **pavement markings with audible traffic stripe systems, optical speed bars,** and high visibility striping.<br><br>Performance Measure<br>~~11 Collision(s) reduced~~<br>**24 Collision(s) reduced** | 21-22<br>201.015 | PA&ED<br>PS&E<br>R/W Sup<br>Con Sup<br>R/W Cap<br>Const Cap<br>Total | $290<br>~~$420~~<br>~~$30~~<br>~~$410~~<br>$20<br>~~$2,096~~<br>~~$3,266~~ | Prior<br>~~20-21~~<br>~~21-22~~<br>21-22<br>21-22<br>21-22 | $290<br>**$825**<br>**$41**<br>**$851**<br>$20<br>**$4,356**<br>**$6,383** | Prior<br>**19-20**<br>**20-21**<br>21-22<br>21-22<br>21-22 |
| | Note: For design and construction efficiencies, combine EA 0P580/PPNO 04-1463A with EA 0P480/PPNO 04-1462H under EA 0P48U/PPNO 04-1462H. | | | | | | |
| 53<br>04-SF-~~101~~ **80**<br>~~4.1/R5.1~~<br>**3.8/5.0**<br>1483S<br>~~0415000034~~<br>**0419000294**<br>~~2J800~~<br>**2J802** | In the City and County of San Francisco, ~~at the Central Viaduct No. 34-0077 from south of 17th Street to S. Van Ness Avenue; also~~ on Route 80, at the Bayshore Viaduct No. 34-0088 from Route 101 to 4th Street ~~(PM 3.9/4.8)~~. Paint superstructure steel members.<br>(G13 Contingency)<br><br>Performance Measure<br>~~2 Bridge(s)~~<br>**1 Bridge(s)** | 19-20<br>201.110 | PA&ED<br>PS&E<br>R/W Sup<br>* Con Sup<br>R/W Cap<br>* Const Cap<br>Total | $2,500<br>$9,200<br>$300<br>~~$13,000~~<br>~~$62~~<br>~~$100,793~~<br>~~$125,855~~ | Prior<br>Prior<br>Prior<br>19-20<br>19-20<br>19-20 | $2,500<br>$9,200<br>$300<br>**$7,500**<br>**$76**<br>**$50,397**<br>**$69,973** | Prior<br>Prior<br>Prior<br>19-20<br>19-20<br>19-20 |

* Phase NOT Programmed.

Note: To accommodate for contractor bonding capacity limits and the availability of contractors to bid on such a large painting contract, split project EA 2J800/PPNO 04-1483S into EA 2J802/PPNO 04-1483S and EA 2J801/PPNO 04 -1483T. Increase construction support for proper administration of paint contracts. Increase R/W capital as four additional temporary construction easements have been identified.

Performance Measure: Bridges (1 bridge(s))

| | Unit | Good | Fair | Poor | Quantity |
|---|---|---|---|---|---|
| Existing Condition | Square feet | 0.0 | 0.0 | 756,121.0 | 756,121.0 |
| Post Condition | Square feet | 756,121.0 | 0.0 | 0.0 | 756,121.0 |

# List of 2018 SHOPP Amendments
## (Cost, Scope, Schedule and Technical Changes. Includes Federal Emergency Relief.)

| Project No.<br>Dist-Co-Rte<br>PM<br>PPNO<br>Project ID<br>EA | Project Location and Description of Work<br>Performance Measure | FY<br>Program Code | | Project Costs<br>($1,000) | |
|---|---|---|---|---|---|
| 54<br>~~04-SM-35~~<br>~~2.1/10.5~~<br>~~1463A~~<br>~~0417000473~~<br>0P580 | ~~Near Woodside, from the Santa Clara County line to Route 84 (PM 2.121/10.518). Install curve warning signs, enhanced visibility striping, pavement markings with audible traffic stripe systems, and optical speed bars.~~<br><br>~~Performance Measure~~<br>~~13 Collision(s )reduced~~ | ~~21-22~~<br>~~201.010~~ | PA&ED<br>PS&E<br>R/W Sup<br>Con Sup<br>R/W Cap<br>Const Cap<br>Total | ~~$566~~<br>~~$405~~<br>~~$11~~<br>~~$441~~<br>~~$0~~<br>~~$2,260~~<br>~~$3,683~~ | ~~Prior~~<br>~~19-20~~<br>~~19-20~~<br>~~21-22~~<br><br>~~21-22~~ |
| | Note: Delete project. For design and construction efficiencies, combine EA 0P580/PPNO 04-1463A with EA 0P480/PPNO 04-1462H under EA 0P48U/PPNO 04-1462H. | | | | |
| 55<br>04-SM-101<br>16.5/23.0<br>1487J<br>~~0415000080~~<br>**0419000534**<br>~~3J060~~<br>**3J062** | In the cities of Burlingame, Millbrae, San Bruno and South San Francisco, from Broadway to Oyster Point Boulevard. Pavement rehabilitation **at onramps and offramps within project limits and 1.2 miles of mainline, and upgrade curb ramps.**<br><br>Performance Measure<br>~~58.6 Lane mile(s)~~<br>**10.8 Lane mile(s)** | 19-20<br>201.121 | PA&ED<br>PS&E<br>R/W Sup<br>Con Sup<br>R/W Cap<br>Const Cap<br>Total | $1,056<br>$1,342<br>$132<br>~~$1,620~~<br>$100<br>~~$25,047~~<br>~~$29,305~~ | Prior<br>Prior<br>Prior<br>19-20<br>19-20<br>19-20 | $1,056<br>$1,342<br>$132<br>**$1,085**<br>$100<br>**$10,457**<br>**$14,172** | Prior<br>Prior<br>Prior<br>19-20<br>19-20<br>19-20 |

Note: Split the freeway rehabilitation project EA 3J060/PPNO 04-1487J into a mainline segment EA 3J061/PPNO 04 -1487P and onramp/offramp segment EA 3J062/PPNO 04-1487J. This will enable the mainline segment to be constructed with STIP project EA 1J560/PPNO 04-0658D and significantly reduce long-term traffic impacts caused by the projects had they been constructed separately.

Performance Measure: Pavement

| | Unit | Good | Fair | Poor | Quantity |
|---|---|---|---|---|---|
| Existing Condition | Lane mile(s) | 2.1 | 8.7 | 0.0 | 10.8 |
| Post Condition | Lane mile(s) | 10.8 | 0.0 | 0.0 | 10.8 |

# List of 2018 SHOPP Amendments
## (Cost, Scope, Schedule and Technical Changes. Includes Federal Emergency Relief.)

| Project No.<br>Dist-Co-Rte<br>PM<br>PPNO<br>Project ID<br>EA | Project Location and Description of Work<br>Performance Measure | FY<br>Program Code | | Project Costs ($1,000) | | | |
|---|---|---|---|---|---|---|---|
| 56<br>04-Sol-80<br>14.6<br>0487R<br>0416000153<br>4G872 | Near Fairfield, at Suisun Creek Bridge No. 23-0007.<br>Scour mitigation.<br><br>Performance Measure<br>~~2 Bridge(s)~~<br>**1 Bridge(s)** | 19-20<br>201.111 | PA&ED<br>PS&E<br>R/W Sup<br>Con Sup<br>R/W Cap<br>Const Cap<br>Total | $1,200<br>$600<br>$20<br>~~$600~~<br>~~$5~~<br>~~$760~~<br>~~$3,185~~ | Prior<br>Prior<br>Prior<br>19-20<br>19-20<br>19-20 | $1,200<br>$600<br>$20<br>**$1,725**<br>**$320**<br>**~~$3,825~~**<br>**$7,690** | Prior<br>Prior<br>Prior<br>19-20<br>19-20<br>19-20 |

Note: Increase of R/W capital, construction capital and support is to address the need for a temporary water diversion, additional sediment clearing in the channel, and an increase to mitigation requirements for a four-year plant establishment and maintenance period. Update performance to capture the change that was inadvertently left off when a parent project was split into two projects.

Performance Measure: Bridges (1 bridge(s))

| | Unit | Good | Fair | Poor | Quantity |
|---|---|---|---|---|---|
| Existing Condition | Square feet | 0.0 | 0.0 | 12,066.0 | 12,066.0 |
| Post Condition | Square feet | 12,066.0 | 0.0 | 0.0 | 12,066.0 |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| 57<br>~~04-Son-1~~<br>~~15.1/15.8~~<br>~~0748E~~<br>~~0400000129~~<br>0A020 | ~~Near Carnet, 0.1 mile north of Del Sol Road. Realign roadway.~~<br><br>~~Performance Measure~~<br>~~1 Location(s)~~ | ~~17-18~~<br>~~201.131~~ | PA&ED<br>PS&E<br>R/W Sup<br>Con Sup<br>R/W Cap<br>Const Cap<br>Total | ~~$8,000~~<br>~~$5,000~~<br>~~$500~~<br>~~$4,000~~<br>~~$5,000~~<br>~~$24,300~~<br>~~$46,800~~ | ~~Prior~~<br>~~Prior~~<br>~~Prior~~<br>~~17-18~~<br>~~17-18~~<br>~~17-18~~ | | |

Note: Delete project. The Coastal Development Permit (CDP) cannot be obtained prior to the time extension deadline of June 2019. The proposed conditions on the permit exceed the available project resources. Right of Way parcels also require additional acquisition time for condemnation. The project will be reprogrammed with updated cost and schedule in future years..

# List of 2018 SHOPP Amendments
## (Cost, Scope, Schedule and Technical Changes. Includes Federal Emergency Relief.)

| Project No.<br>Dist-Co-Rte<br>PM<br>PPNO<br>Project ID<br>EA | Project Location and Description of Work<br>Performance Measure | FY<br>Program Code | | Project Costs ($1,000) | | | |
|---|---|---|---|---|---|---|---|
| 58<br>05-Mon-1<br>43.1~~/43.1~~<br>2656<br>0516000081<br>1H490 | Near Big Sur, at the Castro Canon Bridge No. 44 -0035. Upgrade bridge railing and approach railings to meet current standards.<br><br>Performance Measure<br>~~542.0 Linear feet~~<br>**478.0 Linear feet** | ~~20-21~~<br>**21-22**<br>201.112 | PA&ED<br>PS&E<br>R/W Sup<br>Con Sup<br>R/W Cap<br>Const Cap<br>Total | $608<br>$1,345<br>$141<br>~~$762~~<br>$41<br>~~$1,605~~<br>~~$4,502~~ | Prior<br>~~19-20~~<br>~~19-20~~<br>~~20-21~~<br>~~19-20~~<br>~~20-21~~ | $608<br>$1,345<br>$141<br>**$794**<br>$41<br>**$1,672**<br>**$4,601** | Prior<br>**20-21**<br>**20-21**<br>**21-22**<br>**21-22**<br>**21-22** |

Note: Delay project delivery by one year due to additional time needed for PA&ED completion to address cultural resources recently discovered. Increase in construction capital and support is due to escalating out to the mid-point of the new delivery year. Update in performance measure using the most recent data.

Performance Measure: Bridges (1 bridge(s))

| | Unit | Good | Fair | Poor | Quantity |
|---|---|---|---|---|---|
| Existing Condition | Linear feet rail | 0.0 | 0.0 | 478.0 | 478.0 |
| Post Condition | Linear feet rail | 478.0 | 0.0 | 0.0 | 478.0 |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| 59<br>05-Mon-68<br>0.5/0.8<br>2647<br>0516000041<br>1H220 | 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.<br><br>Performance Measure<br>8 Curb ramp(s) | 21-22<br>201.361 | PA&ED<br>PS&E<br>R/W Sup<br>Con Sup<br>R/W Cap<br>Const Cap<br>Total | $313<br>$790<br>$48<br>$586<br>~~$20~~<br>~~$755~~<br>~~$2,512~~ | Prior<br>Prior<br>Prior<br>21-22<br>21-22<br>21-22 | $313<br>$790<br>$48<br>$586<br>**$54**<br>**$985**<br>**$2,776** | Prior<br>Prior<br>Prior<br>21-22<br>21-22<br>21-22 |

Note: R/W capital increase is due to the relocation of two pole anchors needing to be moved at the cost of the State. Increase in construction capital is due to the change in pathway layout to avoid additional environmental impacts.

# List of 2018 SHOPP Amendments
## (Cost, Scope, Schedule and Technical Changes. Includes Federal Emergency Relief.)

| Project No.<br>Dist-Co-Rte<br>PM<br>PPNO<br>Project ID<br>EA | Project Location and Description of Work<br>Performance Measure | FY<br>Program Code | | Project Costs ($1,000) | | | |
|---|---|---|---|---|---|---|---|
| 60<br>05-Mon-101<br>R6.7<br>2565<br>0514000064<br>1F820 | Near Paso Robles, at San Antonio River Bridge No 44-0141L/R. Bridge seismic restoration.<br><br>Performance Measure<br>2 Bridge(s) | 19-20<br>201.113 | PA&ED<br>PS&E<br>R/W Sup<br>Con Sup<br>R/W Cap<br>Const Cap<br>Total | $1,529<br>$1,800<br>$15<br>$2,236<br>~~$841~~<br>~~$7,734~~<br>~~$14,155~~ | Prior<br>Prior<br>Prior<br>19-20<br>19-20<br>19-20 | $1,529<br>$1,800<br>$15<br>$2,236<br>**$216**<br>**$11,867**<br>**$17,663** | Prior<br>Prior<br>Prior<br>19-20<br>19-20<br>19-20 |

Note: Increase in construction capital is due to prior estimate undervaluing the cost to complete the project. Decrease in R/W capital is due to less than originally estimated permits required. Additionally, mitigation bank credits will be used.

Performance Measure: Bridges (2 bridge(s))

| | Unit | Good | Fair | Poor | Quantity |
|---|---|---|---|---|---|
| Existing Condition | Square feet | 0.0 | 0.0 | 31,388.0 | 31,388.0 |
| Post Condition | Square feet | 31,388.0 | 0.0 | 0.0 | 31,388.0 |

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| Project No.<br>Dist-Co-Rte<br>PM<br>PPNO<br>Project ID<br>EA | Project Location and Description of Work<br>Performance Measure | FY<br>Program Code | | Project Costs ($1,000) | | | |
|---|---|---|---|---|---|---|---|
| 61<br>05-Mon-101<br>~~R91.5/101.3~~<br>**R91.3/101.3**<br>2679<br>0516000140<br>1H690 | Near Salinas, from ~~0.4 mile south of Espinosa Road Undercrossing~~ **0.3 mile north of Boronda Road** to San Benito County line. ~~Reconstruct embankment, widen shoulders, improve drainage systems, upgrade barrier railing, cold plane pavement, place Rubberized Hot Mix Asphalt (RHMA) pavement and place Hot Mix Asphalt (HMA) to rehabilitate roadway.~~ **Rehabilitate pavement, upgrade median barrier and guardrail, and repair drainage system.**<br>(G13 Contingency)<br><br>Performance Measure<br>~~49 Lane mile(s)~~<br>**43.2 Lane mile(s)** | 21-22<br>~~201.122~~<br>**201.121** | PA&ED<br>PS&E<br>R/W Sup<br>* Con Sup<br>R/W Cap<br>* Const Cap<br>Total | $4,500<br>$6,300<br>$1,300<br>$12,600<br>$393<br>~~$104,000~~<br>~~$129,093~~ | Prior<br>~~19-20~~<br>~~19-20~~<br>21-22<br>21-22<br>21-22 | $4,500<br>$6,300<br>$1,300<br>$12,600<br>$393<br>**$82,000**<br>**$107,093** | Prior<br>**20-21**<br>**20-21**<br>21-22<br>21-22<br>21-22 |

* Phase NOT Programmed.

Note: During PA&ED additional culvert locations were identified for replacement, requiring additional time for environmental studies. Decrease in construction capital is due to the change in roadway rehabilitation strategy to meet the needs using the latest pavement condition report. Performance measure updated to align with the most recent pavement survey data.

Performance Measure: Pavement

| | Unit | Good | Fair | Poor | Quantity |
|---|---|---|---|---|---|
| Existing Condition | Lane mile(s) | 9.1 | 33.8 | 0.3 | 43.2 |
| Post Condition | Lane mile(s) | 43.2 | 0.0 | 0.0 | 43.2 |

# List of 2018 SHOPP Amendments
## (Cost, Scope, Schedule and Technical Changes. Includes Federal Emergency Relief.)

| Project No.<br>Dist-Co-Rte<br>PM<br>PPNO<br>Project ID<br>EA | Project Location and Description of Work<br>Performance Measure | FY<br>Program Code | | Project Costs ($1,000) | | | |
|---|---|---|---|---|---|---|---|
| 62<br>05-Mon-183<br>R8.4/R9.8<br>2678<br>0516000118<br>1H650 | In Castroville, from Del Monte Avenue to Washington Street, a multi-objective Asset Management Pilot Project. Rehabilitate Pavement, repair bridge, construct storm drainage system improvements, construct ~~Intelligent Transportation System (ITS)~~ **Transportation Management System (TMS)** elements, improve pedestrian, bicycle, and American with Disabilities Act (ADA) facilities.<br><br>Performance Measure<br>1 Location(s) | 21-22<br>201.999 | PA&ED<br>PS&E<br>R/W Sup<br>Con Sup<br>R/W Cap<br>Const Cap<br>Total | $2,600<br>$3,000<br>$6,600<br>$3,200<br>$2,300<br>$13,300<br>$31,000 | Prior<br>~~19-20~~<br>~~19-20~~<br>21-22<br>~~19-20~~<br>21-22 | $2,600<br>$3,000<br>$6,600<br>$3,200<br>$2,300<br>$13,300<br>$31,000 | Prior<br>**20-21**<br>**20-21**<br>21-22<br>**21-22**<br>21-22 |
| | Note: Delay PS&E and R/W support due to additional time needed for PA&ED completion of environmental studies. Delay right of way capital to align with project delivery year. Revise project description to match the Department's naming convention. | | | | | | |
| 63<br>05-Mon-218<br>R0.2/L0.9<br>2648<br>0516000042<br>1H230 | In Seaside, from El Monte Road to Fremont Boulevard. Construct new sidewalks/upgrade pedestrian pathway and construct/upgrade curb ramps to meet current standards.<br><br>Performance Measure<br>7 Curb ramp(s) | 21-22<br>201.361 | PA&ED<br>PS&E<br>R/W Sup<br>Con Sup<br>R/W Cap<br>Const Cap<br>Total | $630<br>$1,269<br>$1,016<br>$547<br>~~$356~~<br>$1,122<br>~~$4,940~~ | Prior<br>Prior<br>Prior<br>21-22<br>~~19-20~~<br>21-22 | $630<br>$1,269<br>$1,016<br>$547<br>**$190**<br>$1,122<br>**$4,774** | Prior<br>Prior<br>Prior<br>21-22<br>**21-22**<br>21-22 |
| | Note: During PA&ED it was determined that three parcels originally thought to require a Temporary Construction Easement (TCE) would not be needed, reducing R/W capital. R/W capital is delayed one year to align with construction allocation. | | | | | | |
| 64<br>05-Mon-Var<br>Var<br>2634<br>0516000015<br>1H040 | In Monterey and Santa Cruz Counties, on various Routes and locations. Replace overhead signs.<br><br>Performance Measure<br>~~62 Sign(s)~~<br>**32 Sign(s)** | 19-20<br>201.170 | PA&ED<br>PS&E<br>R/W Sup<br>Con Sup<br>R/W Cap<br>Const Cap<br>Total | $0<br>$1,000<br>$38<br>~~$537~~<br>$0<br>~~$1,680~~<br>~~$3,255~~ | Prior<br>Prior<br>19-20<br>19-20 | $0<br>$1,000<br>$38<br>**$516**<br>$0<br>**$1,132**<br>**$2,686** | Prior<br>Prior<br>19-20<br>19-20 |
| | Note: After field studies it was determined thirty signs could be removed from the project, decreasing performance measure, construction support, and construction capital. | | | | | | |

# List of 2018 SHOPP Amendments
## (Cost, Scope, Schedule and Technical Changes. Includes Federal Emergency Relief.)

| Project No.<br>Dist-Co-Rte<br>PM<br>PPNO<br>Project ID<br>EA | Project Location and Description of Work<br>Performance Measure | FY<br>Program Code | | Project Costs ($1,000) | | | |
|---|---|---|---|---|---|---|---|
| 65<br>05-SB-1<br>M29.9/49.2<br>2586<br>0514000110<br>1G130 | Near Santa Maria, from California Boulevard to Route 166. Pavement rehabilitation.<br><br><u>Performance Measure</u><br>18.5 Lane mile(s) | 19-20<br>201.121 | PA&ED<br>PS&E<br>R/W Sup<br>Con Sup<br>R/W Cap<br><u>Const Cap</u><br>Total | $515<br>$916<br>$104<br>$905<br>~~$795~~<br><u>$9,883</u><br>~~$13,118~~ | Prior<br>Prior<br>Prior<br>19-20<br>19-20<br>19-20 | $515<br>$916<br>$104<br>$905<br>**$253**<br><u>$9,883</u><br>**$12,576** | Prior<br>Prior<br>Prior<br>19-20<br>19-20<br>19-20 |

Note: Decrease in R/W capital is due to this project being eligible to use Advanced Mitigation Credit program to cover the required California Tiger Salamander mitigation.

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 |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| 66<br>05-SB-101<br>56.0<br>2561<br>0514000061<br>1F790 | Near Buellton, at Nojoqui Creek Bridge No. 51 -0018L/R. Bridge rail replacement and widening.<br><br><u>Performance Measure</u><br>~~773.0 Linear feet~~<br>**844.0 Linear feet** | 19-20<br>201.112 | PA&ED<br>PS&E<br>R/W Sup<br>Con Sup<br>R/W Cap<br><u>Const Cap</u><br>Total | $910<br>$1,789<br>$211<br>~~$1,218~~<br>$99<br><u>~~$5,304~~</u><br>~~$9,531~~ | Prior<br>Prior<br>Prior<br>19-20<br>19-20<br>19-20 | $910<br>$1,789<br>$211<br>**$2,018**<br>$99<br><u>**$6,265**</u><br>**$11,292** | Prior<br>Prior<br>Prior<br>19-20<br>19-20<br>19-20 |

Note: Performance measure is being updated to align with the most recent data. Increase in construction capital is due to updated cost estimate with higher than anticipated unit costs for structural components of bridge widening. Construction support increase is due to an updated working day estimate to complete the project.

Performance Measure: Bridges ( 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 | 844.0 | 844.0 |
| Post Condition | Linear feet rail | 844.0 | 0.0 | 0.0 | 844.0 |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| 67<br>05-SB-101<br>68.7/91.0<br>2699<br>0517000001<br>1H850 | In Santa Barbara and San Luis Obispo (PM 0.0/8.4) Counties, from Alisos Canyon Road to Los Berros Road at various locations. Roadside safety improvements.<br><br><u>Performance Measure</u><br>~~66 Location(s)~~<br>**132 Location(s)** | 20-21<br>201.235 | PA&ED<br>PS&E<br>R/W Sup<br>Con Sup<br>R/W Cap<br><u>Const Cap</u><br>Total | $714<br>$1,123<br>$35<br>$1,003<br>$25<br><u>~~$2,142~~</u><br>~~$5,042~~ | Prior<br>19-20<br>19-20<br>20-21<br>~~19-20~~<br>20-21 | $714<br>$1,123<br>$35<br>$1,003<br>$25<br><u>**$4,703**</u><br>**$7,603** | Prior<br>19-20<br>19-20<br>20-21<br>**20-21**<br>20-21 |

Note: Delay to R/W capital to align with project delivery year. Increase in construction capital is due to additional locations identified after receiving input from field maintenance.

# List of 2018 SHOPP Amendments
## (Cost, Scope, Schedule and Technical Changes. Includes Federal Emergency Relief.)

| Project No.<br>Dist-Co-Rte<br>PM<br>PPNO<br>Project ID<br>EA | Project Location and Description of Work<br>Performance Measure | FY<br>Program Code | | Project Costs ($1,000) | | | |
|---|---|---|---|---|---|---|---|
| 68<br>05-SB-101<br>~~70.9~~<br>**70.7/71.2**<br>2522<br>0514000003<br>1F500 | In Los Alamos, at Route 101/135 Separation No. 51 -0073L/R**; also on Route 135 (PM 0.1)**. Replace bridge**~~s decks~~**.<br><br>Performance Measure<br>2 Bridge(s) | 19-20<br>201.110 | PA&ED<br>PS&E<br>R/W Sup<br>Con Sup<br>R/W Cap<br>Const Cap<br>Total | $650<br>$1,800<br>$250<br>~~$2,100~~<br>~~$100~~<br>~~$7,000~~<br>~~$11,900~~ | Prior<br>Prior<br>Prior<br>19-20<br>19-20<br>19-20 | $650<br>$1,800<br>$250<br>**$3,240**<br>**$5**<br>**$14,600**<br>**$20,545** | Prior<br>Prior<br>Prior<br>19-20<br>19-20<br>19-20 |

Note: Increase in construction capital is due to geotechnical and foundation studies which determined the bridges are located in a liquefaction area and inadequate to resist seismic demands based on modern seismic design. This finding will require the bridge to be replaced and also increase construction support due to additional working days. R/W capital decrease is because of a determination that there will be no utility relocation.

Performance Measure: Bridges (2 bridge(s))

| | Unit | Good | Fair | Poor | Quantity |
|---|---|---|---|---|---|
| Existing Condition | Square feet | 0.0 | 0.0 | 10,570.0 | 10,570.0 |
| Post Condition | Square feet | 10,570.0 | 0.0 | 0.0 | 10,570.0 |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| 69<br>05-SB-154<br>R2.6<br>2391<br>0512000139<br>1C410 | Near Los Olivos, at Alamo Pintado Pedestrian Bridge No. 51-0076Y. Replace bridge.<br><br>Performance Measure<br>1 Bridge(s) | ~~20-21~~<br>**21-22**<br>201.119 | PA&ED<br>PS&E<br>R/W Sup<br>Con Sup<br>R/W Cap<br>Const Cap<br>Total | $1,125<br>$2,050<br>$50<br>$1,450<br>$200<br>$3,460<br>$8,335 | Prior<br>19-20<br>Prior<br>~~20-21~~<br>~~19-20~~<br>~~20-21~~ | $1,125<br>$2,050<br>$50<br>$1,450<br>$200<br>$3,460<br>$8,335 | Prior<br>19-20<br>Prior<br>**21-22**<br>**21-22**<br>**21-22** |

Note: Project delivery is delayed one year since the project scope was previously changed from remove bridge to replace bridge.

Performance Measure: Bridges (1 bridge(s))

| | Unit | Good | Fair | Poor | Quantity |
|---|---|---|---|---|---|
| Existing Condition | Square feet | 0.0 | 2,573.0 | 0.0 | 2,573.0 |
| Post Condition | Square feet | 2,573.0 | 0.0 | 0.0 | 2,573.0 |

# List of 2018 SHOPP Amendments
## (Cost, Scope, Schedule and Technical Changes. Includes Federal Emergency Relief.)

| Project No.<br>Dist-Co-Rte<br>PM<br>PPNO<br>Project ID<br>EA | Project Location and Description of Work<br>Performance Measure | FY<br>Program Code | | Project Costs ($1,000) | | | |
|---|---|---|---|---|---|---|---|
| 70<br>05-SB-154<br>R31.8/R32.1<br>2651<br>0516000075<br>1H450 | In **and near** the city of Santa Barabara, **from** ~~at~~ La Colina Road Undercrossing (UC) No. 51-0256 (PM R31.82)~~ and at~~ **to** Primavera Road UC No. 51-0257 (PM R32.07). Upgrade bridge railing and reconstruct abutment for bridge rehabilitation.<br><br>Performance Measure<br>2 Bridge(s) | 21-22<br>201.110 | PA&ED<br>PS&E<br>R/W Sup<br>Con Sup<br>R/W Cap<br>Const Cap<br>Total | $928<br>$2,135<br>$52<br>~~$2,186~~<br>$3<br>~~$6,416~~<br>~~$11,720~~ | Prior<br>Prior<br>Prior<br>21-22<br>21-22<br>21-22 | $928<br>$2,135<br>$52<br>**$1,956**<br>$3<br>**$8,839**<br>**$13,913** | Prior<br>Prior<br>Prior<br>21-22<br>21-22<br>21-22 |

Note: Change in description to include the work area between the two bridges. Decrease in construction support is due to the use of new escalation recommendation rate of 3.2%. Increase to construction capital cost is due to recent estimate based on current market trends.

Performance Measure: Bridges (2 bridge(s))

| | Unit | Good | Fair | Poor | Quantity |
|---|---|---|---|---|---|
| Existing Condition | Square feet | 0.0 | 0.0 | 10,807.0 | 10,807.0 |
| Post Condition | Square feet | 10,807.0 | 0.0 | 0.0 | 10,807.0 |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| 71<br>05-SB-217<br>~~0.8/1.4~~<br>**0.9/1.4**<br>2386<br>0512000134<br>1C360 | Near Goleta, from **0.1** ~~0.2~~ mile south to 0.4 mile north of San Jose Creek Bridge No. 51-0217. Replace bridge.<br><br>Performance Measure<br>1 Bridge(s) | 21-22<br>201.110 | PA&ED<br>PS&E<br>R/W Sup<br>Con Sup<br>R/W Cap<br>Const Cap<br>Total | $3,887<br>$3,459<br>$156<br>~~$4,550~~<br>~~$158~~<br>~~$18,600~~<br>~~$30,810~~ | Prior<br>19-20<br>Prior<br>21-22<br>21-22<br>21-22 | $3,887<br>$3,459<br>$156<br>**$6,782**<br>**$599**<br>**$27,435**<br>**$42,318** | Prior<br>19-20<br>Prior<br>21-22<br>21-22<br>21-22 |

Note: Increase in construction capital is due to bridge design change from seven spans to two spans. This is necessary to reduce the impacts of columns within the creek. The new bridge requires a deeper structure depth, raising the roadway profile and requiring additional earthwork, landscaping, and working days. Increase in R/W capital is due to the larger footprint of the earthwork slopes requiring acquisitions and increase in mitigation costs.

Performance Measure: Bridges (1 bridge(s))

| | Unit | Good | Fair | Poor | Quantity |
|---|---|---|---|---|---|
| Existing Condition | Square feet | 0.0 | 0.0 | 22,434.0 | 22,434.0 |
| Post Condition | Square feet | 22,434.0 | 0.0 | 0.0 | 22,434.0 |

# List of 2018 SHOPP Amendments
## (Cost, Scope, Schedule and Technical Changes. Includes Federal Emergency Relief.)

| Project No.<br>Dist-Co-Rte<br>PM<br>PPNO<br>Project ID<br>EA | Project Location and Description of Work<br>Performance Measure | FY<br>Program Code | | Project Costs ($1,000) | | | |
|---|---|---|---|---|---|---|---|
| 72<br>05-SB-Var<br>Var<br>2628<br>0516000006<br>1G960 | In Santa Barbara~~,~~ **and** 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.<br><br>Performance Measure<br>~~32 Collision(s) reduced~~<br>**13 Collision(s) reduced** | 20-21<br>201.015 | PA&ED<br>PS&E<br>R/W Sup<br>Con Sup<br>R/W Cap<br>Const Cap<br>Total | $879<br>$940<br>$71<br>$746<br>$16<br>~~$2,232~~<br>~~$4,884~~ | Prior<br>Prior<br>Prior<br>20-21<br>18-19<br>20-21 | $879<br>$940<br>$71<br>$746<br>$16<br>**$1,928**<br>**$4,580** | Prior<br>Prior<br>Prior<br>20-21<br>18-19<br>20-21 |
| | Note: Change in performance measure as a number of Accessible Pedestrian Signal (APS) locations have been completed or are scheduled to be completed under other projects. Due to reduction in performance measure, capital construction is decreased. Update project description according to revised locations. | | | | | | |
| 73<br>05-SCr-1<br>31.9/35.7<br>1967<br>0512000069<br>0J200 | Near Davenport, from 1.4 miles north of Swanton Road to 0.6 mile south of Waddell Creek. Replace and upgrade existing Corrugated Metal Pipe (CMP) culverts with Reinforced Concrete Pipe (RCP) culverts.<br><br>Performance Measure<br>4 Culvert(s) | 21-22<br>201.151 | PA&ED<br>PS&E<br>R/W Sup<br>Con Sup<br>R/W Cap<br>Const Cap<br>Total | $964<br>$1,940<br>$344<br>$1,365<br>~~$84~~<br>~~$3,570~~<br>~~$8,267~~ | Prior<br>19-20<br>19-20<br>21-22<br>21-22<br>21-22 | $964<br>$1,940<br>$344<br>$1,365<br>**$172**<br>**$8,205**<br>**$12,990** | Prior<br>19-20<br>19-20<br>21-22<br>21-22<br>21-22 |
| | Note: Increase in R/W capital is due to newly identified parcel acquisition and an increase in mitigation cost for permit fees. Increase in construction capital is due to refined estimate of quantities and the need for temporary access roads not previously identified. | | | | | | |

Performance Measure: Culverts (4 each)

| | Unit | Good | Fair | Poor | Quantity |
|---|---|---|---|---|---|
| Existing Condition | Linear feet | 0.0 | 0.0 | 680.0 | 680.0 |
| Post Condition | Linear feet | 680.0 | 0.0 | 0.0 | 680.0 |

# 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) | | | |
|---|---|---|---|---|---|---|---|
| 74<br>05-SLO-1<br>R66.9/R67.2<br>4928Y<br>0517000046<br>49285 | Near San Simeon, from the Arroyo de la Cruz Bridge to 0.3 mile north of the Arroyo de la Cruz Bridge. Planting, wetland and California Red-legged Frog mitigation.<br><br>Performance Measure<br>0 Location(s) | ~~19-20~~<br>**20-21**<br>201.150 | PA&ED<br>PS&E<br>R/W Sup<br>Con Sup<br>R/W Cap<br>Const Cap<br>Total | $0<br>$1,057<br>$56<br>~~$2,424~~<br>~~$11~~<br>~~$7,464~~<br>~~$11,012~~ | <br>Prior<br>Prior<br>~~19-20~~<br>~~19-20~~<br>~~19-20~~ | $0<br>$1,057<br>$56<br>**$2,817**<br>**$68**<br>**$8,071**<br>**$12,069** | <br>Prior<br>Prior<br>**20-21**<br>**20-21**<br>**20-21** |

Note: CA Parks and Rec. (Parks) has not approved the necessary right-of-entry permit for construction, causing a FY delay. In addition, the mitigation work scope has changed from a 3 year plant establishment period to 5 years. Construction support increase is caused by the combined 3 year escalation. R/W capital increase is due to the need to conform to Parks new fee schedule. Increase in construction capital is due to the delay and updated cost estimates.

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| 75<br>05-SLO-101<br>31.5/59.1<br>4022<br>0516000007<br>0N220 | In San Luis Obispo County, from 0.3 mile north of Reservoir Canyon Road to 0.3 mile north of North Paso Robles Overhead**; also on Route 46 from Theater Drive to Union Road (PM R21.7/31.9)** at various locations. Install vehicle detection systems, Changeable Message Signs (CMS), cameras, and loop detectors.<br><br>Performance Measure<br>~~107 Field element(s)~~<br>**62 Field element(s)** | 20-21<br>201.315 | PA&ED<br>PS&E<br>R/W Sup<br>Con Sup<br>R/W Cap<br>Const Cap<br>Total | $380<br>$1,095<br>$78<br>$702<br>$5<br>~~$2,865~~<br>~~$5,125~~ | Prior<br>Prior<br>Prior<br>20-21<br>20-21<br>20-21 | $380<br>$1,095<br>$78<br>$702<br>$5<br>**$3,621**<br>**$5,881** | Prior<br>Prior<br>Prior<br>20-21<br>20-21<br>20-21 |

Note: Updated description to include work on additional route. Previous performance measure was incorrectly reported as 107 as it accounted for each ramp in an interchange as one field element. Each interchange is one field element; therefore, previous performance measure should have been 60. Two new locations have been added requiring an increase in construction capital.

| Performance Measure: TMS Elements | Unit | Good (Operational) | Poor (Not Operational) | Quantity |
|---|---|---|---|---|
| Existing Condition | Field element(s) | 0.0% | 100.0% | 21.0 |
| Post Condition | Field element(s) | 100.0% | 0.0% | 62.0 |

# 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<br>06-Ker-99<br>10.4/21.2<br>6681<br>0614000010<br>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.<br>(G13 Contingency)<br><br>Performance Measure<br>33.3 Lane mile(s) | 19-20<br>201.122 | PA&ED<br>PS&E<br>R/W Sup<br>* Con Sup<br>R/W Cap<br>* Const Cap<br>Total | $700<br>$2,300<br>$20<br>$4,800<br>$770<br>~~$45,440~~<br>~~$54,030~~ | Prior<br>Prior<br>Prior<br>19-20<br>19-20<br>19-20 | $700<br>$2,300<br>$20<br>$4,800<br>$770<br>**$50,500**<br>**$59,090** | Prior<br>Prior<br>Prior<br>19-20<br>19-20<br>19-20 |

* Phase NOT Programmed.

Note: Increase in construction capital is due to an updated estimate reflecting current unit costs and quantity changes on roadway excavation, asphalt, Continuously Reinforced Concrete Pavement (CRCP), and aggregate base.

Performance Measure: Pavement

| | Unit | Good | Fair | Poor | Quantity |
|---|---|---|---|---|---|
| Existing Condition | Lane mile(s) | 11.8 | 8.4 | 13.1 | 33.3 |
| Post Condition | Lane mile(s) | 33.3 | 0.0 | 0.0 | 33.3 |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| 77<br>06-Ker-184<br>L0.9/L1.1<br>6791<br>0616000124<br>0V280 | Near Lamont, from 0.1 mile south to 0.1 mile north of Sunset Boulevard. Construct roundabout at intersection of Route 184/Sunset Boulevard.<br><br>Performance Measure<br>16 Collision(s) reduced | 19-20<br>201.010 | PA&ED<br>PS&E<br>R/W Sup<br>Con Sup<br>R/W Cap<br>Const Cap<br>Total | $1,200<br>$1,300<br>$530<br>$970<br>$950<br>~~$3,600~~<br>~~$8,550~~ | Prior<br>Prior<br>Prior<br>19-20<br>19-20<br>19-20 | $1,200<br>$1,300<br>$530<br>$970<br>$950<br>**$4,200**<br>**$9,150** | Prior<br>Prior<br>Prior<br>19-20<br>19-20<br>19-20 |

Note: Increase in construction capital is due to the addition of two retaining walls that will reduce R/W acquisitions needs at two basins, and thereby reduce environmental impacts.

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| 78<br>06-Tul-99<br>19.4<br>6679<br>0614000005<br>0Q910 | In Tipton, at Avenue 152 Overcrossing ~~(No. 46-0191)~~ **No. 46-0191**. Replace bridge.<br><br>Performance Measure<br>1 Bridge(s) | 19-20<br>201.110 | PA&ED<br>PS&E<br>R/W Sup<br>Con Sup<br>R/W Cap<br>Const Cap<br>Total | $453<br>$1,730<br>$54<br>$1,354<br>$343<br>~~$7,521~~<br>~~$11,455~~ | Prior<br>Prior<br>Prior<br>19-20<br>19-20<br>19-20 | $453<br>$1,730<br>$54<br>$1,354<br>$343<br>**$10,500**<br>**$14,434** | Prior<br>Prior<br>Prior<br>19-20<br>19-20<br>19-20 |

Note: Increase in construction capital is due to a change in the superstructure bridge design type and structure depth. The new strategy will allow for a greater vertical clearance of 16 feet, 10 inches rather than previously planned design of 15 feet, 7 inches clearance.

Performance Measure: Bridges (1 bridge(s))

| | Unit | Good | Fair | Poor | Quantity |
|---|---|---|---|---|---|
| Existing Condition | Square feet | 0.0 | 0.0 | 7,825.0 | 7,825.0 |
| Post Condition | Square feet | 9,943.0 | 0.0 | 0.0 | 9,943.0 |

# 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) | |
|---|---|---|---|---|---|
| 79<br>~~07-LA-1~~<br>~~8.3/9.9~~<br>~~4913~~<br>~~0715000261~~<br>31770 | ~~In Los Angeles and Ventura Counties, on various routes, at various locations. Stabilize soil and erosion control.~~<br><br>~~Performance Measure~~<br>~~0.9 Acre(s) treated/pollutant~~ | ~~19-20~~<br>~~201.335~~ | PA&ED<br>PS&E<br>R/W Sup<br>Con Sup<br>R/W Cap<br>Const Cap<br>Total | ~~$400~~<br>~~$1,310~~<br>~~$70~~<br>~~$772~~<br>~~$85~~<br>~~$1,545~~<br>~~$4,182~~ | ~~Prior~~<br>~~18-19~~<br>~~18-19~~<br>~~19-20~~<br>~~19-20~~<br>~~19-20~~ |

Note: Delete project. During PA&ED, it was determined that this project would require significant temporary access easements and temporary construction easements. Consequently, the new project cost would become $12.7 million for 0.79 acres treated. Typical similar projects treat one acre for less than $1 million. The Department determined the project is not cost effective and decided not to proceed.

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| 80<br>07-LA-1<br>37.7/62.8<br>4846<br>0715000090<br>31350 | In the cities of Los Angeles and Malibu, from south of ~~Tenescal~~ **Temescal** Canyon Road to Ventura County line; also in Ventura County, from Los Angeles County line to Tonga Street (PM 0.0/0.9). Rehabilitate culverts.<br><br>Performance Measure<br>19 Culvert(s) | 20-21<br>201.151 | PA&ED<br>PS&E<br>R/W Sup<br>Con Sup<br>R/W Cap<br>Const Cap<br>Total | $1,950<br>~~$3,250~~<br>~~$1,850~~<br>~~$2,750~~<br>~~$8,200~~<br>~~$7,900~~<br>~~$25,900~~ | Prior<br>~~20-21~~<br>~~20-21~~<br>20-21<br>20-21<br>20-21 | $1,950<br>**$4,168**<br>**$2,583**<br>**$6,200**<br>**$14,353**<br>**$16,217**<br>**$45,471** | Prior<br>**19-20**<br>**19-20**<br>20-21<br>20-21<br>20-21 |

(Concurrent SB 1 Baseline Agreement approval under Resolution SHOPP-P-1819-13B.)

Note: Spelling correction within the project description. Change one culvert replacement location scope to a new bridge to address fish passage concerns. This results in higher PS&E cost, additional R/W needs, and higher construction cost. Utility conflicts and high property values contributed to the increases in R/W costs. The schedule for PS&E and R/W support has been adjusted to align with PA&ED completion.

Performance Measure: Culverts (19 each)

| | Unit | Good | Fair | Poor | Quantity |
|---|---|---|---|---|---|
| Existing Condition | Linear feet | 0.0 | 0.0 | 2,977.0 | 2,977.0 |
| Post Condition | Linear feet | 2,977.0 | 0.0 | 0.0 | 2,977.0 |

# 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) | | | |
|---|---|---|---|---|---|---|---|
| 81<br>07-LA-5<br>0.8<br>5159<br>0716000301<br>33320 | In Kern County, at the Tejon Safety Roadside Rest Area (SRRA) (PM 0.8). ~~Install concrete pavement solar panels along the rest area shoulders.~~ **Install pilot solar energy system on roadway to provide electric power to SRRA.**<br><br>Performance Measure<br>1 Location(s) | 20-21<br>201.999 | PA&ED<br>PS&E<br>R/W Sup<br>Con Sup<br>R/W Cap<br>Const Cap<br>Total | $500<br>~~$340~~<br>$20<br>~~$340~~<br>$61<br>$2,739<br>~~$4,000~~ | Prior<br>19-20<br>19-20<br>20-21<br>20-21<br>20-21 | $500<br>**$1,500**<br>$20<br>**$1,100**<br>$61<br>$2,739<br>**$5,920** | Prior<br>19-20<br>19-20<br>20-21<br>20-21<br>20-21 |
| | Note: A change in the solar power technology is being made because the first option was found to be undesirable, with poor performance and a negative return on investment. The new solution will require a higher design, construction inspection, and testing cost. | | | | | | |
| 82<br>07-LA-10<br>R12.3/R15.5<br>5152<br>0716000287<br>33260 | Near Culver City, from Arlington Avenue to Broadway Street. Replace raised islands on mainline and collector-distributor roads with concrete barrier (Type 60) and install new lights from Arlington Avenue to Hoover Street (PM R12.3/14.2). Also install high mast LED lighting at Route 10/110 Interchange.<br><br>Performance Measure<br>404 Collision(s) reduced<br><br>(Concurrent SB 1 Baseline Agreement approval under Resolution SHOPP-P-1819-13B.)<br><br>(Concurrent COS allocation under Resolution FP-18-81.) | 19-20<br>201.010 | PA&ED<br>PS&E<br>R/W Sup<br>Con Sup<br>R/W Cap<br>Const Cap<br>Total | $1,391<br>$3,888<br>$276<br>~~$3,544~~<br>$63<br>~~$18,394~~<br>~~$27,556~~ | Prior<br>18-19<br>18-19<br>19-20<br>19-20<br>19-20 | $1,391<br>$3,888<br>$276<br>**$3,670**<br>$63<br>**$23,390**<br>**$32,678** | Prior<br>18-19<br>18-19<br>19-20<br>19-20<br>19-20 |
| | Note: Based on terrain surveys and preliminary design, seven overhead sign structures are in conflict with the proposed concrete barrier and will need to be replaced. This additional work has resulted in increases to construction support and capital. | | | | | | |

# List of 2018 SHOPP Amendments
## (Cost, Scope, Schedule and Technical Changes. Includes Federal Emergency Relief.)

| Project No.<br>Dist-Co-Rte<br>PM<br>PPNO<br>Project ID<br>EA | Project Location and Description of Work<br>Performance Measure | FY<br>Program Code | | Project Costs ($1,000) | | | |
|---|---|---|---|---|---|---|---|
| 83<br>07-LA-60<br>~~0.0/R30.5~~<br>**0.0/R21.5**<br>4906<br>0715000237<br>31730 | In various cities, from Route 5 to **Route 710 (PM 0.0/R3.2); also from Route 605 to Fairway Drive (PM 11.8/R21.5)** ~~San Bernardino County line; also on Route 710, from Ocean Boulevard to Valley Boulevard (PM 5.6/T27.4)~~. Replace existing signs with retro-reflective sheeting.<br><br>Performance Measure<br>~~96 Lighting fixture(s)~~<br>**303 Lighting fixture(s)**<br><br>(Concurrent COS allocation under Resolution FP-18-81.) | 19-20<br>201.170 | PA&ED<br>PS&E<br>R/W Sup<br>Con Sup<br>R/W Cap<br>Const Cap<br>Total | $398<br>$1,081<br>$5<br>~~$1,156~~<br>~~$15~~<br>~~$2,665~~<br>~~$5,320~~ | Prior<br>Prior<br>18-19<br>19-20<br>19-20<br>19-20 | $398<br>$1,081<br>$5<br>**$1,480**<br>**$158**<br>**$3,071**<br>**$6,193** | Prior<br>Prior<br>18-19<br>19-20<br>19-20<br>19-20 |
| | Note: Field investigations during PA&ED identified an additional 207 signs that needed replacement, so performance has been adjusted. These additional signs will increase both construction capital and construction support. R/W capital is increasing because additional resources will be needed for positive utility identification. The work on Routes 710 and 60 that has been removed will be covered by four other state and local projects. | | | | | | |
| 84<br>07-LA-91<br>~~R10.2/R10.4~~<br>**R10.2/R10.3**<br>4704<br>0714000024<br>30160 | In Compton, at Compton Creek Bridge Overhead and offramp No. 53-2235 and No. 53-2237S~~ and Artesia-Santa Fe Undercrossing No. 53-2238K~~; also in Long Beach, on Routes 710 and 110, at Harbor Scenic Drive Overhead No. 53-2934 (PM 6.0) and Gaffy Street Bridge No. 53-0397Y (PM R0.8). Bridge seismic retrofit and bridge rail upgrade.<br><br>Performance Measure<br>~~5 Bridge(s)~~<br>**4 Bridge(s)**<br><br>(Concurrent PS&E and R/W Sup Allocation Time Extension under Waiver 19-29.) | ~~19-20~~<br>**21-22**<br>201.113 | PA&ED<br>PS&E<br>R/W Sup<br>Con Sup<br>R/W Cap<br>Const Cap<br>Total | $2,260<br>$3,500<br>$150<br>~~$3,500~~<br>~~$50~~<br>~~$10,712~~<br>~~$20,172~~ | Prior<br>18-19<br>18-19<br>~~19-20~~<br>~~19-20~~<br>~~19-20~~ | $2,260<br>$3,500<br>$150<br>**$4,100**<br>**$1,926**<br>**$12,852**<br>**$24,788** | Prior<br>18-19<br>18-19<br>**21-22**<br>**21-22**<br>**21-22** |
| | Note: Artesia-Santa Fe Undercrossing was eliminated because a seismic analysis showed it does not need to be retrofitted. The project was delayed by two years because of environmental issues and the need for railroad agreements and access easements. Construction capital increased due to additional required column casings. Construction support increased after revising the work plan. R/W capital increased due to the need for easements. | | | | | | |

Performance Measure: Bridges (4 bridge(s))

| | Unit | Good | Fair | Poor | Quantity |
|---|---|---|---|---|---|
| Existing Condition | Square feet | 0.0 | 0.0 | 256,607.0 | 256,607.0 |
| Post Condition | Square feet | 256,607.0 | 0.0 | 0.0 | 256,607.0 |

# List of 2018 SHOPP Amendments
## (Cost, Scope, Schedule and Technical Changes. Includes Federal Emergency Relief.)

| Project No.<br>Dist-Co-Rte<br>PM<br>PPNO<br>Project ID<br>EA | Project Location and Description of Work<br>Performance Measure | FY<br>Program Code | | Project Costs ($1,000) | | | |
|---|---|---|---|---|---|---|---|
| 85<br>07-LA-101<br>~~11.8/35.3~~<br>**11.8/31.1**<br>4770<br>0714000217<br>30750 | In the cities of Los Angeles, Calabasas ~~and Agoura Hills~~ **, and Hidden Hills**, from Route 170 to ~~Kanan Road~~ **Las Virgenes Road**. Rehabilitate pavement, construct and upgrade Americans with Disabilities Act (ADA) curb ramps.<br><br>Performance Measure<br>4.0 Lane mile(s) | 19-20<br>201.121 | PA&ED<br>PS&E<br>R/W Sup<br>Con Sup<br>R/W Cap<br>Const Cap<br>Total | $370<br>$2,224<br>$649<br>$1,607<br>$2,389<br>$9,995<br>$17,234 | Prior<br>Prior<br>Prior<br>19-20<br>19-20<br>19-20 | $370<br>$2,224<br>$649<br>$1,607<br>$2,389<br>$9,995<br>$17,234 | Prior<br>Prior<br>Prior<br>19-20<br>19-20<br>19-20 |

Note: This project included ADA ramp work from PM 31.1 to 35.3. EA 29110/PPNO 07-4493 constructed four ramps, and locally funded EA 24230 is currently under construction to address three ramps. Post miles have been adjusted to cover the remaining work.

Performance Measure: Pavement

| | Unit | Good | Fair | Poor | Quantity |
|---|---|---|---|---|---|
| Existing Condition | Lane mile(s) | 0.0 | 4.0 | 0.0 | 4.0 |
| Post Condition | Lane mile(s) | 4.0 | 0.0 | 0.0 | 4.0 |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| 86<br>07-LA-110<br>25.8/30.6<br>5083<br>0716000231<br>33150 | In the city of Los Angeles and South Pasadena, between Figueroa Street and Orange Grove Avenue. Convert outside lane to a dynamic lane/shoulder that can switch between the two depending on prevailing traffic conditions. This will require Dynamic Message Signs (DMS) monitored by the Transportation Management Center (TMC).<br><br>Performance Measure<br>504 Collision(s) reduced<br><br>(Concurrent PS&E and R/W Sup Allocation Time Extension under Waiver 19-29.) | ~~19-20~~<br>**20-21**<br>201.010 | PA&ED<br>PS&E<br>R/W Sup<br>Con Sup<br>R/W Cap<br>Const Cap<br>Total | $2,835<br>$3,735<br>$1,318<br>$5,390<br>$4,982<br>$25,284<br>$43,544 | Prior<br>18-19<br>18-19<br>~~19-20~~<br>~~19-20~~<br>~~19-20~~ | $2,835<br>$3,735<br>$1,318<br>$5,390<br>$4,982<br>$25,284<br>$43,544 | Prior<br>18-19<br>18-19<br>**20-21**<br>**20-21**<br>**20-21** |

Note: Project delivery will be delayed by one year to allow more time for the completion of PS&E. This project has concurrent technology design and highway design teams that are working together in order to deliver an innovative solution that is the first of its kind in Southern California.

# 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) | | | |
|---|---|---|---|---|---|---|---|
| 87<br>07-LA-405<br>8.8<br>4721<br>0714000084<br>30480 | In Carson, at Dolores Yard Overhead No. 53-1168. Upgrade bridge drainage system.<br><br>Performance Measure<br>1 Bridge(s)<br><br>(Concurrent COS allocation under Resolution FP-18-81.) | ~~19-20~~<br>**20-21**<br>201.119 | PA&ED<br>PS&E<br>R/W Sup<br>Con Sup<br>R/W Cap<br>Const Cap<br>Total | $301<br>$525<br>$203<br>~~$351~~<br>~~$395~~<br>~~$1,574~~<br>~~$3,349~~ | Prior<br>Prior<br>18-19<br>~~19-20~~<br>~~19-20~~<br>~~19-20~~ | $301<br>$525<br>$203<br>**$794**<br>**$2,657**<br>**$2,193**<br>**$6,673** | Prior<br>Prior<br>18-19<br>**20-21**<br>**20-21**<br>**20-21** |

Note: Delivery will be delayed in order to secure railroad agreements and Temporary Construction Easements (TCEs). Construction capital has increased to install additional drainage inlets to accommodate flooding during a 50-year storm event. Construction support has increased due to working days increasing from 260 to 390 days. R/W capital has increased due to increases in land value, and longer TCEs needed due to a longer schedule.

Performance Measure: Bridges (1 bridge(s))

| | Unit | Good | Fair | Poor | Quantity |
|---|---|---|---|---|---|
| Existing Condition | Square feet | 146,066.0 | 0.0 | 0.0 | 146,066.0 |
| Post Condition | Square feet | 146,066.0 | 0.0 | 0.0 | 146,066.0 |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| 88<br>07-Ven-1<br>4.0/4.2<br>4930<br>0715000286<br>31820 | In Ventura County, south of Point Mugu State Park (PM 4.0) and Sycamore Canyon Road (PM 4.2). Construct secant walls at two locations as a permanent slope restoration solution to stabilize the slope and prevent continued erosion. Two previous Director Orders: EA 4X370 and EA 4X760 were executed to remove slide material and repair embankment, roadway and drainage systems.<br><br>Performance Measure<br>2 Location(s)<br><br>(Concurrent PS&E and R/W Sup Allocation Time Extension under Waiver 19-29.) | ~~19-20~~<br>**20-21**<br>201.131 | PA&ED<br>PS&E<br>R/W Sup<br>Con Sup<br>R/W Cap<br>Const Cap<br>Total | $1,200<br>$1,900<br>$100<br>~~$2,600~~<br>~~$766~~<br>~~$27,179~~<br>~~$33,745~~ | Prior<br>18-19<br>18-19<br>~~19-20~~<br>~~19-20~~<br>~~19-20~~ | $1,200<br>$1,900<br>$100<br>**$4,350**<br>**$1,241**<br>**$54,615**<br>**$63,406** | Prior<br>18-19<br>18-19<br>**20-21**<br>**20-21**<br>**20-21** |

Note: Construction costs have risen due to increased retaining wall foundation requirements. Geotechnical investigations identified difficult drilling conditions, with a potential for cave-in, and larger concrete piles with steel pipe casings will be used instead. Increased right of way costs are due to additional power pole relocation not previously estimated. Delivery is delayed one year to acquire easements to install rockfall protection.

# List of 2018 SHOPP Amendments
## (Cost, Scope, Schedule and Technical Changes. Includes Federal Emergency Relief.)

| Project No.<br>Dist-Co-Rte<br>PM<br>PPNO<br>Project ID<br>EA | Project Location and Description of Work<br>Performance Measure | FY<br>Program Code | | Project Costs ($1,000) | | | |
|---|---|---|---|---|---|---|---|
| 89<br>07-Ven-118<br>0.5/T18.8<br>5233<br>0717000119<br>33920 | In and near Ventura and Moorpark, from North Route 126 Junction to 0.3 mile west of Princeton Avenue. Reconstruct curb ramps, construct new sidewalks, install Accessible Pedestrian Signals (APS) and upgrade thermoplastic pavement marking crosswalks.<br><br>Performance Measure<br>93 Curb ramp(s)<br><br>Note: Field work necessary to survey existing curb ramps and sidewalks will not be completed until Spring 2020. More time is needed after surveys are done to evaluate the extent of the work necessary to upgrade the curb ramps and complete the project report. PS&E and R/W support are delayed one year in order to complete PA&ED. | 21-22<br>201.361 | PA&ED<br>PS&E<br>R/W Sup<br>Con Sup<br>R/W Cap<br>Const Cap<br>Total | $1,000<br>$2,000<br>$1,624<br>$1,500<br>$2,941<br>$3,944<br>$13,009 | Prior<br>~~19-20~~<br>~~19-20~~<br>21-22<br>21-22<br>21-22 | $1,000<br>$2,000<br>$1,624<br>$1,500<br>$2,941<br>$3,944<br>$13,009 | Prior<br>**20-21**<br>**20-21**<br>21-22<br>21-22<br>21-22 |
| 90<br>07-Ven-150<br>16.6/34.4<br>4746<br>0714000179<br>30670 | In and near cities of Ojal and Santa Paula, from Route 33 to Route 126. Construct and upgrade curb ramps and sidewalks to comply with Americans with Disabilities Act (ADA) standards.<br><br>Performance Measure<br>134 Curb ramp(s)<br><br>(Concurrent PS&E and R/W Sup Allocation Time Extension under Waiver 19-29.)<br>Note: Project delivery is delayed two years because additional time is needed to acquire R/W for 61 parcels and 60 Temporary Construction Easements (TCEs). During PA&ED development, it was discovered that R/W was not clearly defined on this highway due to the lack of records. | ~~19-20~~<br>**21-22**<br>201.361 | PA&ED<br>PS&E<br>R/W Sup<br>Con Sup<br>R/W Cap<br>Const Cap<br>Total | $908<br>$1,000<br>$100<br>$1,000<br>$556<br>$4,549<br>$8,113 | Prior<br>18-19<br>18-19<br>~~19-20~~<br>~~19-20~~<br>~~19-20~~ | $908<br>$1,000<br>$100<br>$1,000<br>$556<br>$4,549<br>$8,113 | Prior<br>18-19<br>18-19<br>**21-22**<br>**21-22**<br>**21-22** |

# List of 2018 SHOPP Amendments
## (Cost, Scope, Schedule and Technical Changes. Includes Federal Emergency Relief.)

| Project No.<br>Dist-Co-Rte<br>PM<br>PPNO<br>Project ID<br>EA | Project Location and Description of Work<br>Performance Measure | FY<br>Program Code | | Project Costs ($1,000) | | | |
|---|---|---|---|---|---|---|---|
| 91<br>08-Riv-10<br>~~R105.0/R134.0~~<br>**R104.9/R134.2**<br>3008Y<br>0816000087<br>1C082 | Near Blythe, from **west of** Rice Road/SR-177 to **east of** Teed Ditch Bridge. Cold plane mainline pavement and overlay with Portland Cement Concrete (PCC). The shoulders and ramps will be milled and overlaid with Hot Mix Asphalt (HMA-A). ~~A two lane temporary detour will be constructed in the median for traffic handling.~~<br>(G13 Contingency)<br><br>Performance Measure<br>~~116.0 Lane mile(s)~~<br>**115.1 Lane mile(s)**<br><br>* Phase NOT Programmed.<br>Note: Bridges will be widened to handle staged construction rather than managing multiple crossovers in the median, which will increase the construction cost. PS&E was reduced because a large portion of the design was done during the PA&ED development. Mitigation is needed for desert tortoise and impacts to Waters of the State, so R/W capital has increased. Work limits have been refined and performance now matches the latest pavement survey data. | 19-20<br>201.122 | PA&ED<br>PS&E<br>R/W Sup<br>* Con Sup<br>R/W Cap<br>* Const Cap<br>Total | $16,900<br>~~$21,800~~<br>$153<br>$37,500<br>~~$10~~<br>~~$263,010~~<br>~~$339,373~~ | Prior<br>19-20<br>19-20<br>19-20<br>19-20<br>19-20 | $16,900<br>**$2,000**<br>$153<br>$37,500<br>**$9,010**<br>**$282,810**<br>**$348,373** | Prior<br>19-20<br>19-20<br>19-20<br>19-20<br>19-20 |

| Performance Measure: Pavement | Unit | Good | Fair | Poor | Quantity |
|---|---|---|---|---|---|
| Existing Condition | Lane mile(s) | 85.2 | 29.9 | 0.0 | 115.1 |
| Post Condition | Lane mile(s) | 115.1 | 0.0 | 0.0 | 115.1 |

| Project No.<br>Dist-Co-Rte<br>PM<br>PPNO<br>Project ID<br>EA | Project Location and Description of Work<br>Performance Measure | FY<br>Program Code | | Project Costs ($1,000) | | | |
|---|---|---|---|---|---|---|---|
| 92<br>08-Riv-15<br>38.2/51.5<br>3003M<br>0815000233<br>1F143 | In and near Corona, from south of Ontario Avenue to Route 60. Concrete pavement slab replacement.<br><br>Performance Measure<br>~~79.8 Lane mile(s)~~<br>**84.7 Lane mile(s)**<br><br>Note: Increase construction costs due to the number of pavement slabs needing replacement increasing from 2,600 to 4,000 slabs. Increase R/W capital due to the need for more utility locations, as well as the permit fees. | 19-20<br>201.121 | PA&ED<br>PS&E<br>R/W Sup<br>Con Sup<br>R/W Cap<br>Const Cap<br>Total | $1,022<br>$930<br>$10<br>~~$4,771~~<br>~~$10~~<br>~~$24,040~~<br>~~$30,783~~ | Prior<br>Prior<br>Prior<br>19-20<br>19-20<br>19-20 | $1,022<br>$930<br>$10<br>**$5,250**<br>**$36**<br>**$40,040**<br>**$47,288** | Prior<br>Prior<br>Prior<br>19-20<br>19-20<br>19-20 |

| Performance Measure: Pavement | Unit | Good | Fair | Poor | Quantity |
|---|---|---|---|---|---|
| Existing Condition | Lane mile(s) | 1.6 | 69.4 | 13.7 | 84.7 |
| Post Condition | Lane mile(s) | 84.7 | 0.0 | 0.0 | 84.7 |

# List of 2018 SHOPP Amendments
## (Cost, Scope, Schedule and Technical Changes. Includes Federal Emergency Relief.)

| Project No.<br>Dist-Co-Rte<br>PM<br>PPNO<br>Project ID<br>EA | Project Location and Description of Work<br>Performance Measure | FY<br>Program Code | | Project Costs ($1,000) | | | |
|---|---|---|---|---|---|---|---|
| 93<br>08-Riv-111<br>47.3/55.3<br>3007U<br>0817000230<br>0R302 | In Palm Springs, from Gateway Drive to Golf Club Drive. Reconstruct and construct curb ramps.<br><br><u>Performance Measure</u><br>130 Structure(s) | ~~19-20~~<br>**21-22**<br>201.378 | PA&ED<br>PS&E<br>R/W Sup<br>Con Sup<br>R/W Cap<br><u>Const Cap</u><br>Total | $0<br>$1,547<br>$3,339<br>$2,590<br>$2,125<br><u>~~$5,300~~</u><br>~~$14,901~~ | <br>Prior<br>Prior<br>~~19-20~~<br>~~19-20~~<br>~~19-20~~ | $0<br>$1,547<br>$3,339<br>$2,590<br>$2,125<br><u>**$6,647**</u><br>**$16,248** | <br>Prior<br>Prior<br>**21-22**<br>**21-22**<br>**21-22** |
| | Note: Project delivery delayed two years because of additional time necessary for acquisition of Bureau of Indian Affairs (BIA) lands. Increase in construction capital is due to escalation and item cost increases in time related overhead, job site management, and mobilization. | | | | | | |
| 94<br>08-SBd-15<br>R28.6/37.5<br>3003U<br>0815000244<br>0K122 | In Hesperia and Victorville, from Oak Hill Road to south of Bear Valley Road. Rehabilitate roadway. (G13 Contingency)<br><br><u>Performance Measure</u><br>59.0 Lane Mile(s) | 19-20<br>201.122 | PA&ED<br>PS&E<br>R/W Sup<br>* Con Sup<br>R/W Cap<br>* <u>Const Cap</u><br>Total | $900<br>$5,300<br>$210<br>~~$11,700~~<br>~~$10~~<br><u>$159,029</u><br>~~$177,149~~ | Prior<br>Prior<br>Prior<br>19-20<br>19-20<br>19-20 | $900<br>$5,300<br>$210<br>**$16,220**<br>**$162**<br><u>$159,029</u><br>**$181,821** | Prior<br>Prior<br>Prior<br>19-20<br>19-20<br>19-20 |
| | * Phase NOT Programmed.<br>Note: Increase construction support because previous estimates did not account for night work and complex staged construction. Increase R/W capital because a proposed drainage outlet will require the acquisition of a parcel. | | | | | | |

| Performance Measure: Pavement | Unit | Good | Fair | Poor | Quantity |
|---|---|---|---|---|---|
| Existing Condition | Lane mile(s) | 43.0 | 16.0 | 0.0 | 59.0 |
| Post Condition | Lane mile(s) | 59.0 | 0.0 | 0.0 | 59.0 |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| 95<br>08-SBd-15<br>R96.1/R124.3<br>3002E<br>0813000003<br>1C720 | Near Barstow, from 0.3 mile south of Harvard Road to Rasor Road. Regrade and flatten median cross slope.<br><br><u>Performance Measure</u><br>87 Collision(s) reduced | ~~19-20~~<br>**21-22**<br>201.015 | PA&ED<br>PS&E<br>R/W Sup<br>Con Sup<br>R/W Cap<br><u>Const Cap</u><br>Total | $890<br>$920<br>$50<br>$3,160<br>$10<br><u>$15,058</u><br>$20,088 | Prior<br>Prior<br>Prior<br>~~19-20~~<br>~~19-20~~<br>~~19-20~~ | $890<br>$920<br>$50<br>$3,160<br>$10<br><u>$15,058</u><br>$20,088 | Prior<br>Prior<br>Prior<br>**21-22**<br>**21-22**<br>**21-22** |
| | Note: A passenger rail project is planned that would be constructed within the footprint of this project. Project construction of this project is therefore being delayed to determine if the rail project successfully secures funding. If the rail project is funded, this project will be deleted, otherwise, it will be constructed in FY 21-22. | | | | | | |

# List of 2018 SHOPP Amendments
## (Cost, Scope, Schedule and Technical Changes. Includes Federal Emergency Relief.)

| Project No.<br>Dist-Co-Rte<br>PM<br>PPNO<br>Project ID<br>EA | Project Location and Description of Work<br>Performance Measure | FY<br>Program Code | Project Costs ($1,000) | | | | | |
|---|---|---|---|---|---|---|---|---|
| 96<br>08-SBd-15<br>R110.0<br>3005L<br>0816000060<br>1G740 | Near Baker, at 1.6 miles south of Afton Road Overcrossing. Reconstruct eroded earthen dike that protects the highway from inundation and flooding. The failed section of berm is located 750 yards from the southbound 1-15 outside shoulder.<br><br><u>Performance Measure</u><br>1 Location(s) | 19-20<br>201.131 | PA&ED<br>PS&E<br>R/W Sup<br>Con Sup<br>R/W Cap<br><u>Const Cap</u><br>Total | $1,000<br>~~$540~~<br>~~$102~~<br>$540<br>~~$128~~<br>~~$1,691~~<br>~~$4,001~~ | Prior<br>19-20<br>19-20<br>19-20<br>19-20<br>19-20<br>19-20 | $1,000<br>**$700**<br>**$250**<br>$540<br>**$439**<br>**<u>$1,872</u>**<br>**$4,801** | Prior<br>19-20<br>19-20<br>19-20<br>19-20<br>19-20 |
| | Note: Increase PS&E and R/W support to work around petroleum and fiber optic lines in the project limits, identified as potential risks earlier in the project development. Increase R/W capital due to required mitigation for the desert tortoise. Increase construction capital due to additional earthwork needed to excavate the channel and reconstruct the earthen berm. | | | | | | | |
| 97<br>08-SBd-15<br>Var<br>3005R<br>0812000076<br>0R420 | In Fontana, near the southeast quadrant of Route 15/210 Interchange. Construct new maintenance facility (L5758) adjacent to the Southern Regional Laboratory.<br><br><u>Performance Measure</u><br>1 Location(s) | ~~21-22~~<br>**19-20**<br>201.352 | PA&ED<br>PS&E<br>R/W Sup<br>Con Sup<br>R/W Cap<br><u>Const Cap</u><br>Total | $1,500<br>$0<br>~~$10~~<br>~~$3,600~~<br>$10<br>~~$19,800~~<br>~~$24,920~~ | Prior<br><br>19-20<br>~~21-22~~<br>18-19<br>~~21-22~~ | $1,500<br>$0<br>**$75**<br>**$4,200**<br>$10<br>**<u>$20,350</u>**<br>**$26,135** | Prior<br><br>19-20<br>**19-20**<br>18-19<br>**19-20** |
| | Note: Accelerated project two years to use the Design-Build procurement method. Increase construction capital due to unit price increases for several structure and roadway items. Construction support increased after reviewing the work plan for Design-Build. Additional R/W support is needed for processing utility relocations. | | | | | | | |
| 98<br>08-SBd-60<br>R7.3/R10.0<br>3003N<br>0817000075<br>0E33U | In Ontario, from Haven Avenue to Milliken Avenue/Hamner Avenue. Construct auxiliary lane and widen connector and ramps.<br><br><u>Performance Measure</u><br>1,823.7 Daily vehicle hour(s) of delay (DVHD)<br><br>(Concurrent SB 1 Baseline Agreement approval under Resolution SHOPP-P-1819-13B.)<br><br>(Concurrent COS allocation under Resolution FP-18-81.) | 19-20<br>201.310 | PA&ED<br>PS&E<br>R/W Sup<br>Con Sup<br>R/W Cap<br><u>Const Cap</u><br>Total | $2,700<br>$4,170<br>$20<br>~~$7,107~~<br>~~$710~~<br>~~$20,955~~<br>~~$35,662~~ | Prior<br>18-19<br>18-19<br>19-20<br>19-20<br>19-20<br>19-20 | $2,700<br>$4,170<br>$20<br>**$6,100**<br>**$20**<br>**<u>$29,518</u>**<br>**$42,528** | Prior<br>18-19<br>18-19<br>19-20<br>19-20<br>19-20 |
| | Note: During the preparation of the Project Report, constuction capital costs increased, primarily due to increases in costs for pavements, sound walls, state furnished materials, and Time Related Overhead (TRO). Construction support dropped after a reevaluation of construction inspection needs. Sound wall locations have moved, and there is no need for construction easements, so R/W capital cost has gone down. | | | | | | | |

# 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) | | | |
|---|---|---|---|---|---|---|---|
| 99<br>08-SBd-62<br>124.0/142.0<br>3005P<br>0815000106<br>1G010 | Near Vidal Junction, from west of Route 95 to west of Parker Dam Road. Restore storm eroded embankments with Rock Slope Protection (RSP). A previous Emergency Opening EA 1F660 repaired roadway.<br><br>Performance Measure<br>10 Location(s)<br><br>(Concurrent COS allocation under Resolution FP-18-81.)<br>Note: During PA&ED, additional needs for R/W capital were identified. Funds are needed for environmental mitigation, drainage easements, and utility relocation costs. | 19-20<br>201.131 | PA&ED<br>PS&E<br>R/W Sup<br>Con Sup<br>R/W Cap<br>Const Cap<br>Total | $1,279<br>$902<br>$76<br>$1,940<br>~~$107~~<br>$8,435<br>~~$12,739~~ | Prior<br>18-19<br>18-19<br>19-20<br>19-20<br>19-20 | $1,279<br>$902<br>$76<br>$1,940<br>**$350**<br>$8,435<br>**$12,982** | Prior<br>18-19<br>18-19<br>19-20<br>19-20<br>19-20 |
| 100<br>08-SBd-71<br>R0.0/R8.5<br>3009N<br>0814000176<br>0G790 | Near Chino Hills, from the Los Angeles County line to the Riverside County line **(PM 8.478)**; also in Riverside County, from San Bernardino County line to Route 91 (PM R0.0 to PM R3.0). Replace and upgrade existing communication elements and install Closed Circuit Television Cameras (CCTV) for the Traffic Management System (TMS).<br><br>Performance Measure<br>~~31 Field element(s)~~<br>**34 Field element(s)**<br><br>Note: Increase performance because three Closed Circuit Television (CCTV) cameras are being added to the project to better manage the system. Decrease R/W capital because a planned California Department of Fish and Wildlife (CDFW) permit is not needed. | 19-20<br>201.315 | PA&ED<br>PS&E<br>R/W Sup<br>Con Sup<br>R/W Cap<br>Const Cap<br>Total | $561<br>$1,361<br>$113<br>$1,657<br>~~$99~~<br>$11,167<br>~~$14,958~~ | Prior<br>Prior<br>Prior<br>19-20<br>19-20<br>19-20 | $561<br>$1,361<br>$113<br>$1,657<br>**$73**<br>$11,167<br>**$14,932** | Prior<br>Prior<br>Prior<br>19-20<br>19-20<br>19-20 |

| Performance Measure: TMS Elements | Unit | Good (Operational) | Poor (Not Operational) | Quantity |
|---|---|---|---|---|
| Existing Condition | Field element(s) | 0.0% | 100.0% | 18.0 |
| Post Condition | Field element(s) | 100.0% | 0.0% | 34.0 |

# List of 2018 SHOPP Amendments
## (Cost, Scope, Schedule and Technical Changes. Includes Federal Emergency Relief.)

| Project No.<br>Dist-Co-Rte<br>PM<br>PPNO<br>Project ID<br>EA | Project Location and Description of Work<br>Performance Measure | FY<br>Program Code | | Project Costs ($1,000) | | | |
|---|---|---|---|---|---|---|---|
| 101<br>09-Ker-14<br>R4.7/R12.6<br>2633<br>0916000025<br>36740 | In and near Rosamond and Mojave, from 1.4 miles south of Dawn Road Overcrossing (OC) to 0.5 mile north of Silver Queen Road OC. Rehabilitate lanes ~~and ramps by replacing slabs and grinding lane 1, construct~~ **with** Continuous Reinforced Concrete Pavement (CRCP) ~~lane 2~~, cold plane and overlay ramps with Rubberized Hot Mix Asphalt (RHMA-G). Replace guardrail, construct rumble strip, replace signs using retroreflective sheeting, and refresh pavement delineation.<br>(G13 Contingency)<br><br>Performance Measure<br>31.6 Lane mile(s) | 19-20<br>201.122 | PA&ED<br>PS&E<br>R/W Sup<br>* Con Sup<br>R/W Cap<br>* Const Cap<br>Total | $370<br>$1,460<br>$250<br>~~$3,010~~<br>$22<br>~~$40,515~~<br>~~$45,627~~ | Prior<br>Prior<br>Prior<br>19-20<br>19-20<br>19-20 | $370<br>$1,460<br>$250<br>**$4,750**<br>$22<br>**$80,700**<br>**$87,552** | Prior<br>Prior<br>Prior<br>19-20<br>19-20<br>19-20 |

* Phase NOT Programmed.

Note: Construction capital increase is due to the change in strategy. Recent field reviews and pavement data determined a more robust strategy is required to better suit current pavement conditions. Construction support increase is due to the change in strategy requiring additional days for construction work.

Performance Measure: Pavement

| | Unit | Good | Fair | Poor | Quantity |
|---|---|---|---|---|---|
| Existing Condition | Lane mile(s) | 0.0 | 31.6 | 0.0 | 31.6 |
| Post Condition | Lane mile(s) | 31.6 | 0.0 | 0.0 | 31.6 |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 102<br>10-Alp-88<br>Var<br>3134<br>1013000009<br>0X750 | Near Markleeville, on Routes 4, 88, and 89 at various locations. Bridge rail upgrade on ~~four~~ **three** bridges **and replace one bridge**.<br><br>Performance Measure<br>~~550.0 Linear feet~~<br>**893.0 Linear feet** | 19-20<br>201.112 | PA&ED<br>PS&E<br>R/W Sup<br>Con Sup<br>R/W Cap<br>Const Cap<br>Total | $496<br>$1,460<br>$110<br>~~$1,484~~<br>$313<br>~~$5,451~~<br>~~$9,314~~ | Prior<br>Prior<br>Prior<br>19-20<br>19-20<br>19-20 | $496<br>$1,460<br>$110<br>**$2,369**<br>$313<br>**$7,580**<br>**$12,328** | Prior<br>Prior<br>Prior<br>19-20<br>19-20<br>19-20 |

Note: Increase construction capital and support due to the change in scope at one bridge. Due to subsurface conditions it was determined that a full bridge replacement would be necessary to upgrade railings to current standards. Change performance measure because one bridge quantity was previously unreported.

Performance Measure: Bridges (4 bridge(s))

| | Unit | Good | Fair | Poor | Quantity |
|---|---|---|---|---|---|
| Existing Condition | Linear feet rail | 0.0 | 0.0 | 893.0 | 893.0 |
| Post Condition | Linear feet rail | 893.0 | 0.0 | 0.0 | 893.0 |

# 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) | | | |
|---|---|---|---|---|---|---|---|
| 103<br>10-Alp-88<br>Var<br>3138<br>1014000099<br>0S750 | In Alpine County on Routes 4, 88 and 207; also in Amador County on Routes 16 and 49; also in Tuolumne County on Route 108~~;~~ at various locations. Rehabilitate culverts.<br><br>Performance Measure<br>~~35 Culvert(s)~~<br>**46 Culvert(s)** | 19-20<br>201.151 | PA&ED<br>PS&E<br>R/W Sup<br>Con Sup<br>R/W Cap<br>Const Cap<br>Total | $698<br>$1,043<br>$317<br>$1,180<br>~~$440~~<br>$4,290<br>~~$7,968~~ | Prior<br>Prior<br>Prior<br>19-20<br>19-20<br>19-20 | $698<br>$1,043<br>$317<br>$1,180<br>**$551**<br>$4,290<br>**$8,079** | Prior<br>Prior<br>Prior<br>19-20<br>19-20<br>19-20 |

Note: Revise performance to correct erroneous reporting that occurred when the units were changed from Drainage Systems to Culverts. Increase R/W capital due to nineteen locations changing from culvert lining to replace culverts. The change will provide a more fire resistant material at these locations that are susceptible to wild fires.

Performance Measure: Culverts (46 each)

| | Unit | Good | Fair | Poor | Quantity |
|---|---|---|---|---|---|
| Existing Condition | Linear feet | 130.0 | 756.0 | 1,989.0 | 2,875.0 |
| Post Condition | Linear feet | 2,875.0 | 0.0 | 0.0 | 2,875.0 |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| 104<br>10-Cal-4<br>29.2/29.4<br>3245<br>1017000006<br>0W870 | Near Murphys, from Pennsylvania Gulch Road to Main Street/Lawrence Street. Traffic operational improvements.<br><br>Performance Measure<br>41.4 Daily vehicle hour(s) of delay (DVHD) | ~~20-21~~<br>**19-20**<br>201.310 | PA&ED<br>PS&E<br>R/W Sup<br>Con Sup<br>R/W Cap<br>Const Cap<br>Total | $524<br>$1,306<br>$30<br>$772<br>$10<br>~~$2,161~~<br>~~$4,803~~ | Prior<br>19-20<br>19-20<br>~~20-21~~<br>19-20<br>~~20-21~~ | $524<br>$1,306<br>$30<br>$772<br>$10<br>**~~$3,050~~**<br>**$5,692** | Prior<br>19-20<br>19-20<br>**19-20**<br>19-20<br>**19-20** |

Note: Accelerate project schedule as PA&ED is ahead of schedule. Increase in construction capital is due to a newer more refined estimate that increased quantities.

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| 105<br>10-Mpa-49<br>0.3/18.5<br>3233<br>1017000034<br>1C040 | Near the community of Mariposa, from Madera County line to the south junction with Route 140. Pavement rehabilitation.<br><br>Performance Measure<br>34.6 Lane mile(s) | 19-20<br>201.121 | PA&ED<br>PS&E<br>R/W Sup<br>Con Sup<br>R/W Cap<br>Const Cap<br>Total | $403<br>$1,032<br>$9<br>$2,150<br>$7<br>~~$16,197~~<br>~~$19,798~~ | Prior<br>Prior<br>18-19<br>19-20<br>19-20<br>19-20 | $403<br>$1,032<br>$9<br>$2,150<br>$7<br>**$16,961**<br>**$20,562** | Prior<br>Prior<br>18-19<br>19-20<br>19-20<br>19-20 |

Note: Increase construction capital cost due to recent estimate that is based on current market trends.

Performance Measure: Pavement

| | Unit | Good | Fair | Poor | Quantity |
|---|---|---|---|---|---|
| Existing Condition | Lane mile(s) | 0.0 | 34.6 | 0.0 | 34.6 |
| Post Condition | Lane mile(s) | 34.6 | 0.0 | 0.0 | 34.6 |

# List of 2018 SHOPP Amendments
## (Cost, Scope, Schedule and Technical Changes. Includes Federal Emergency Relief.)

| Project No.<br>Dist-Co-Rte<br>PM<br>PPNO<br>Project ID<br>EA | Project Location and Description of Work<br>Performance Measure | FY<br>Program Code | | Project Costs ($1,000) | | | |
|---|---|---|---|---|---|---|---|
| 106<br>10-SJ-5<br>~~10.7~~<br>**10.6**<br>3235B<br>1018000078<br>1H342 | In and near Lathrop, at Deuel Overhead No. 29 -0262R/L **(PM 10.646)**. ~~Improve to standard truck capacity.~~ **Replace bridge rails and preventive maintenance on bridge.**<br><br>Performance Measure<br>~~2 Bridge(s)~~<br>**964.0 Linear feet** | 19-20<br>~~201.322~~<br>**201.112** | PA&ED<br>PS&E<br>R/W Sup<br>Con Sup<br>R/W Cap<br>Const Cap<br>Total | $498<br>$925<br>$70<br>~~$1,700~~<br>$440<br>~~$7,700~~<br>~~$11,333~~ | Prior<br>Prior<br>Prior<br>19-20<br>19-20<br>19-20 | $498<br>$925<br>$70<br>**$1,400**<br>$440<br>**$3,400**<br>**$6,733** | Prior<br>Prior<br>Prior<br>19-20<br>19-20<br>19-20 |

Note: Update post mile and description due to a more detailed location representation. Change outcome, performance measure and program code due to a modified scope and need from transportation permit requirements to bridge rail. Recent evaluation determined the structure meets permit requirements but the bridges still have bridge rail needs. The changed scope reduced construction capital and support.

| Performance Measure: Bridges (2 bridge(s)) | | | | | |
|---|---|---|---|---|---|
| | Unit | Good | Fair | Poor | Quantity |
| Existing Condition | Linear feet rail | 0.0 | 964.0 | 0.0 | 964.0 |
| Post Condition | Linear feet rail | 964.0 | 0.0 | 0.0 | 964.0 |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 107<br>10-SJ-5<br>Var<br>3118<br>1013000251<br>0P540 | ~~In San Joaquin County, on Routes 5 and 580 and in Stanislaus County on Route 99, at various locations.~~ **In San Joaquin County, at two locations on Route 5/33 Separation and Overhead No. 29-0260 L/R; also in Stanislous County in Modesto on Route 99 at West Modesto Overhead No. 38-0083.** Seismic retrofit of ~~four~~ **three** bridges.<br><br>Performance Measure<br>~~4 Bridge(s)~~<br>**3 Bridge(s)** | 19-20<br>201.113 | PA&ED<br>PS&E<br>R/W Sup<br>Con Sup<br>R/W Cap<br>Const Cap<br>Total | $515<br>$1,992<br>$73<br>$1,783<br>~~$263~~<br>$8,758<br>~~$13,384~~ | Prior<br>Prior<br>Prior<br>19-20<br>19-20<br>19-20 | $515<br>$1,992<br>$73<br>$1,783<br>**$384**<br>$8,758<br>**$13,505** | Prior<br>Prior<br>Prior<br>19-20<br>19-20<br>19-20 |

Note: Remove one bridge from project as design studies determined that the structure would remain stable under the design seismic event. Increase R/W capital due to the need for additional temporary construction easements, increased permit fees, and additional environmental mitigation. There is no net decrease in construction capital and support due to widening of bridge, and adding fencing and barrier rail that are required by the railroad permits.

| Performance Measure: Bridges (3 bridge(s)) | | | | | |
|---|---|---|---|---|---|
| | Unit | Good | Fair | Poor | Quantity |
| Existing Condition | Square feet | 0.0 | 0.0 | 76,505.0 | 76,505.0 |
| Post Condition | Square feet | 76,887.0 | 0.0 | 0.0 | 76,887.0 |

# List of 2018 SHOPP Amendments
## (Cost, Scope, Schedule and Technical Changes. Includes Federal Emergency Relief.)

| Project No.<br>Dist-Co-Rte<br>PM<br>PPNO<br>Project ID<br>EA | Project Location and Description of Work<br>Performance Measure | FY<br>Program Code | | Project Costs ($1,000) | | | |
|---|---|---|---|---|---|---|---|
| 108<br>10-SJ-26<br>1.1<br>3169<br>1016000032<br>1F170 | Near Stockton, at Route 26/99 Separation No. 29 -0142 (PM 1.11). Establish standard vertical clearance.<br><br>Performance Measure<br>1 Bridge(s) | 20-21<br>~~201.110~~<br>**201.322** | PA&ED<br>PS&E<br>R/W Sup<br>Con Sup<br>R/W Cap<br>Const Cap<br>Total | $598<br>$1,827<br>$13<br>$3,221<br>$7<br>~~$6,112~~<br>~~$11,770~~ | Prior<br>Prior<br>18-19<br>20-21<br>18-19<br>20-21 | $598<br>$1,827<br>$13<br>$3,221<br>$7<br>**$11,536**<br>**$17,202** | Prior<br>Prior<br>18-19<br>20-21<br>18-19<br>20-21 |

Note: Increase construction capital due to a need for infill walls supported on micro-piles to support live loads that were not previously identified, replacing concrete barrier rail to current standards, and increases in other item costs. Change program code to correctly reflect scope of work.

Performance Measure: Bridges (1 bridge(s))

| | Unit | Good | Fair | Poor | Quantity |
|---|---|---|---|---|---|
| Existing Condition | Square feet | 0.0 | 10,850.0 | 0.0 | 10,850.0 |
| Post Condition | Square feet | 10,850.0 | 0.0 | 0.0 | 10,850.0 |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| 109<br>10-SJ-99<br>Var<br>3227<br>1017000036<br>1G750 | In San Joaquin, Merced, and Stanislaus Counties, on Routes 5, 12, 59, 99, and 152 at various locations. Upgrade or replace inefficient and damaged ~~Traffic Monitoring Station~~ **Transportation Management System** (TMS) elements.<br><br>Performance Measure<br>~~101 Field element(s)~~<br>**99 Field element(s)** | 19-20<br>201.315 | PA&ED<br>PS&E<br>R/W Sup<br>Con Sup<br>R/W Cap<br>Const Cap<br>Total | $1,202<br>$1,719<br>$465<br>~~$1,310~~<br>~~$7~~<br>~~$6,862~~<br>~~$11,565~~ | Prior<br>Prior<br>Prior<br>19-20<br>19-20<br>19-20 | $1,202<br>$1,719<br>$465<br>**$1,994**<br>**$9**<br>**$8,389**<br>**$13,778** | Prior<br>Prior<br>Prior<br>19-20<br>19-20<br>19-20 |

Note: Decrease performance measure due to two locations that have or will be completed by other projects. Increase R/W capital due to the need for additional utility identification not originally anticipated. Increase in construction capital and support is due to originally underestimating the required working days, and adjustment of the estimate from 90 to 350 working days. Revise project description to match the Department's naming convention.

Performance Measure: TMS Elements

| | Unit | Good (Operational) | Poor (Not Operational) | Quantity |
|---|---|---|---|---|
| Existing Condition | Field element(s) | 0.0% | 100.0% | 99.0 |
| Post Condition | Field element(s) | 100.0% | 0.0% | 99.0 |

# List of 2018 SHOPP Amendments
## (Cost, Scope, Schedule and Technical Changes. Includes Federal Emergency Relief.)

| Project No.<br>Dist-Co-Rte<br>PM<br>PPNO<br>Project ID<br>EA | Project Location and Description of Work<br>Performance Measure | FY<br>Program Code | | Project Costs ($1,000) | | | |
|---|---|---|---|---|---|---|---|
| 110<br>10-Sta-~~99~~ **5**<br>~~Var~~<br>**33.4**<br>3286<br>1018000083<br>1G440 | ~~In San Joaquin, Merced, Stanislaus, and Sacramento Counties, at various routes and locations.~~ **In Stockton, at 0.7 mile north of Hammer Lane; also in Sacramento County, near Thornton at 0.6 mile south of Twin Cities Road (PM 1.5).** ~~Upgrade Travel Time Information System.~~ **Install Transportation Management System (TMS) elements.**<br><br>Performance Measure<br>~~161 Field element(s)~~<br>**6 Field element(s)**<br><br>(Concurrent Allocation Time Extension for PS&E and R/W Sup under Waiver 19-29.)<br>Note: Project scope was to install Bluetooth based Travel Time Information (TTI) systems at various routes. Since programming, it has been determined this technology is unreliable and this project will now instead install two changeable message signs, two new vehicle detection systems, and two closed circuit television cameras. | 19-20<br>201.315 | PA&ED<br>PS&E<br>R/W Sup<br>Con Sup<br>R/W Cap<br>Const Cap<br>Total | $163<br>$377<br>$4<br>$401<br>$6<br>$1,619<br>$2,570 | Prior<br>18-19<br>18-19<br>19-20<br>18-19<br>19-20 | $163<br>$377<br>$4<br>$401<br>$6<br>$1,619<br>$2,570 | Prior<br>18-19<br>18-19<br>19-20<br>18-19<br>19-20 |
| 111<br>11-SD-8<br>~~13.0/17.4~~<br>**13.0/R20.4**<br>1146<br>~~1112000145~~<br>**1119000177**<br>~~41160~~<br>**4116U** | In El Cajon, at various locations, from ~~0.5 mile east of~~ Grossmont Boulevard ~~Overcrossing~~ to ~~Second Street Undercrossing~~ **0.4 mile east of Los Coches Road**. Construct Maintenance Vehicle Pullouts (MVPs), pave beyond gore areas, **install sign post support systems,** relocate irrigation controllers and reduce high maintenance landscaping.<br><br>Performance Measure<br>~~84 Location(s)~~<br>**99 Location(s)**<br><br>(Concurrent COS allocation under Resolution FP-18-81.)<br>Note: Project EA 41160/PPNO 11-1146 is combined with EA 41210/PPNO 11-1250 under EA 4116U/PPNO 11-1146. The projects were combined for design and construction efficiency, since they were in close proximity and doing similar work. An additional 10 sign post support systems were added within the project limits, adding to the combined project performance. | 20-21<br>201.235 | PA&ED<br>PS&E<br>R/W Sup<br>Con Sup<br>R/W Cap<br>Const Cap<br>Total | $444<br>$1,202<br>$0<br>~~$1,009~~<br>$0<br>~~$4,740~~<br>~~$7,395~~ | Prior<br>18-19<br><br>20-21<br><br>20-21 | $444<br>$1,202<br>$0<br>**$1,122**<br>$0<br>**$5,356**<br>**$8,124** | Prior<br>18-19<br><br>20-21<br><br>20-21 |

| Performance Measure: TMS Elements | Unit | Good (Operational) | Poor (Not Operational) | Quantity |
|---|---|---|---|---|
| Existing Condition | Field element(s) | 0.0% | 0.0% | 0.0 |
| Post Condition | Field element(s) | 100.0% | 0.0% | 6.0 |

# 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) | |
|---|---|---|---|---|---|
| 112<br>~~11-SD-8~~<br>~~R18.7/R20.4~~<br>~~1250~~<br>~~1112000159~~<br>41210 | ~~In and near El Cajon, at various locations, from Greenfield Drive to 0.4 mile east of Los Coches Road Undercrossing. Pave beyond gore areas, reduce high maintenance landscaping and relocate irrigation components.~~<br><br>~~Performance Measure~~<br>~~5 Location(s)~~ | ~~21-22~~<br>~~201.235~~ | PA&ED<br>PS&E<br>R/W Sup<br>Con Sup<br>R/W Cap<br>Const Cap<br>Total | ~~$346~~ ~~19-20~~<br>~~$536~~ ~~20-21~~<br>~~$0~~<br>~~$448~~ ~~21-22~~<br>~~$0~~<br>~~$1,896~~ ~~21-22~~<br>~~$3,226~~ | |
| | Note: Delete project. Project EA 41160/PPNO 11-1146 is combined with EA 41210/PPNO 11-1250 under EA 4116U/PPNO 11-1146. The projects were combined for design and construction efficiency, since they were in close proximity and doing similar work. | | | | |
| 113<br>11-SD-78<br>0.0/R16.5<br>1247<br>1115000180<br>42230 | In San Diego County, at various locations from 0.1 mile east of Route 78/5 Separation to Route 15/78 Separation. Rehabilitate and replace culverts including invert paving, joint repair grouting, Cured-in-Place Pipeliner (CIPP) and drainage inlet lid repair.<br><br>Performance Measure<br>65 Culvert(s) | 21-22<br>201.151 | PA&ED<br>PS&E<br>R/W Sup<br>Con Sup<br>R/W Cap<br>Const Cap<br>Total | $811 Prior<br>~~$1,469~~ 19-20<br>$212 19-20<br>$2,047 21-22<br>$204 21-22<br>$8,519 21-22<br>~~$13,262~~ | $811 Prior<br>**$2,388** 19-20<br>$212 19-20<br>$2,047 21-22<br>$204 21-22<br>$8,519 21-22<br>**$14,181** |
| | Note: During the PA&ED phase, the number of poor and fair condition culverts was found to be greater than what was anticipated at time of programming. Increase PS&E to support the design of an anticipated 25-30 more culverts that will be added to the project once PA&ED is complete; performance and cost will change at that time. | | | | |

Performance Measure: Culverts (65 each)

| | Unit | Good | Fair | Poor | Quantity |
|---|---|---|---|---|---|
| Existing Condition | Linear feet | 257.0 | 2,122.0 | 3,399.0 | 5,778.0 |
| Post Condition | Linear feet | 5,778.0 | 0.0 | 0.0 | 5,778.0 |

# List of 2018 SHOPP Amendments
## (Cost, Scope, Schedule and Technical Changes. Includes Federal Emergency Relief.)

| Project No.<br>Dist-Co-Rte<br>PM<br>PPNO<br>Project ID<br>EA | Project Location and Description of Work<br>Performance Measure | FY<br>Program Code | Project Costs ($1,000) | | | | |
|---|---|---|---|---|---|---|---|
| 114<br>11-SD-94<br>2.6/R11.1<br>1191<br>1116000077<br>42510 | In and near the cities of San Diego and Lemon Grove, from 32nd Street Undercrossing to Bancroft Drive Undercrossing. Construct and upgrade pedestrian curb ramps and sidewalks to meet current standards.<br><br>Performance Measure<br>~~51 Curb ramp(s)~~<br>**28 Curb ramp(s)** | 20-21<br>201.361 | PA&ED<br>PS&E<br>R/W Sup<br>Con Sup<br>R/W Cap<br>Const Cap<br>Total | $776<br>~~$1,847~~<br>~~$714~~<br>~~$833~~<br>~~$465~~<br>~~$2,660~~<br>~~$7,295~~ | Prior<br>19-20<br>19-20<br>20-21<br>~~19-20~~<br>20-21 | $776<br>**$1,378**<br>**$134**<br>**$703**<br>**$110**<br>**$1,834**<br>**$4,935** | Prior<br>19-20<br>19-20<br>20-21<br>**20-21**<br>20-21 |
| | Note: An evaluation of the existing curb ramps showed that 7 ramps were outside of the Department's Right-of-Way, 11 ramps were included in other Department projects, 2 ramps were under construction by the City, and 3 were not needed, and therefore were removed from the project. The reduction in the number of ramps has resulted in lower amounts for PS&E, R/W support, construction support, R/W capital, and construction capital. | | | | | | |
| 115<br>11-SD-Var<br>Var<br>1171<br>1115000057<br>42070 | In San Diego County, on various routes at various locations. Replace Changeable Message Signs (CMS) panels with Advanced Variable Message Signs (AVMS) panels.<br><br>Performance Measure<br>~~25 Field element(s)~~<br>**24 Field element(s)** | 19-20<br>201.315 | PA&ED<br>PS&E<br>R/W Sup<br>Con Sup<br>R/W Cap<br>Const Cap<br>Total | $0<br>$585<br>$0<br>~~$886~~<br>$0<br>~~$4,401~~<br>~~$5,872~~ | <br>Prior<br><br>19-20<br><br>19-20 | $0<br>$585<br>$0<br>**$1,030**<br>$0<br>**$6,172**<br>**$7,787** | <br>Prior<br><br>19-20<br><br>19-20 |
| | Note: During the design phase, it was determined that several message signs require additional guardrail, leading to additional landscape and utility work. The estimate was also updated based on costs from recently awarded projects. This led to an increase in construction capital. The additional work resulted in an increase in construction support. Performance has decreased by one element, as it was was delivered under STIP EA 2T212/PPNO 11-0615G. | | | | | | |

| Performance Measure: TMS Elements | Unit | Good (Operational) | Poor (Not Operational) | Quantity |
|---|---|---|---|---|
| Existing Condition | Field element(s) | 0.0% | 100.0% | 24.0 |
| Post Condition | Field element(s) | 100.0% | 0.0% | 24.0 |

# 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) | | | |
|---|---|---|---|---|---|---|---|
| 116<br>12-Ora-1<br>4.9/5.5<br>2246<br>1216000055<br>0H150 | In Laguna Beach and Newport Beach, from 1,000 feet south of Vista Del Sol to Moss Street; also from Ledroit Street to Newport Coast Drive (PM 10.5/14.1). Remove and replace existing pavement with Rubberized Hot Mix Asphalt (RHMA).<br><br>Performance Measure<br>15.6 Lane mile(s) | 19-20<br>201.121 | PA&ED<br>PS&E<br>R/W Sup<br>Con Sup<br>R/W Cap<br>Const Cap<br>Total | $0<br>$3,200<br>~~$400~~<br>$1,739<br>$65<br>$7,071<br>~~$12,475~~ | <br>Prior<br>19-20<br>19-20<br>19-20<br>19-20 | $0<br>$3,200<br>**$1**<br>$1,739<br>$65<br>$7,071<br>**$12,076** | <br>Prior<br>19-20<br>19-20<br>19-20<br>19-20 |

Note: Precise survey data was not available when this project was scoped, and the assumption was that R/W support would be necessary to upgrade the curb ramps. Once design surveys were available, it was discovered that curb ramps would be within Department Right of Way, so R/W support is being reduced.

| Performance Measure: Pavement | Unit | Good | Fair | Poor | Quantity |
|---|---|---|---|---|---|
| Existing Condition | Lane mile(s) | 0.0 | 15.6 | 0.0 | 15.6 |
| Post Condition | Lane mile(s) | 15.6 | 0.0 | 0.0 | 15.6 |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| 117<br>12-Ora-1<br>5.5/7.9<br>2255<br>1216000003<br>0P690 | 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.<br><br>Performance Measure<br>~~56 Curb ramp(s)~~<br>**57 Curb ramp(s)** | 20-21<br>201.361 | PA&ED<br>PS&E<br>R/W Sup<br>Con Sup<br>R/W Cap<br>Const Cap<br>Total | $0<br>$3,399<br>$2,864<br>$3,551<br>$3,121<br>$1,909<br>$14,844 | <br>Prior<br>Prior<br>20-21<br>18-19<br>20-21 | $0<br>$3,399<br>$2,864<br>$3,551<br>$3,121<br>$1,909<br>$14,844 | <br>Prior<br>Prior<br>20-21<br>18-19<br>20-21 |

Note: During the design phase, an additional curb ramp location was identified. The additional curb ramp can be constructed with the currently programmed funds. The performance measure has been updated.

# List of 2018 SHOPP Amendments
## (Cost, Scope, Schedule and Technical Changes. Includes Federal Emergency Relief.)

| Project No.<br>Dist-Co-Rte<br>PM<br>PPNO<br>Project ID<br>EA | Project Location and Description of Work<br>Performance Measure | FY<br>Program Code | | Project Costs ($1,000) | | | |
|---|---|---|---|---|---|---|---|
| 118<br>12-Ora-1<br>~~9.3~~<br>**9.4**<br>2293<br>1213000086<br>0M990 | In Laguna Beach, at Route 133 (Broadway Street). Replace bridge.<br><br>Performance Measure<br>1 Bridge(s) | 19-20<br>201.110 | PA&ED<br>PS&E<br>R/W Sup<br>Con Sup<br>R/W Cap<br>Const Cap<br>Total | $270<br>$650<br>$790<br>$600<br>$800<br>~~$1,550~~<br>~~$4,660~~ | Prior<br>Prior<br>Prior<br>19-20<br>19-20<br>19-20 | $270<br>$650<br>$790<br>$600<br>$800<br>**$3,571**<br>**$6,681** | Prior<br>Prior<br>Prior<br>19-20<br>19-20<br>19-20 |

Note: The post mile has been revised to better describe the location of work. Increase construction capital because geotechnical investigations revealed the existence of wet and sandy soil that will need to be excavated and backfilled with concrete slurry.

Performance Measure: Bridges (1 bridge(s))

| | Unit | Good | Fair | Poor | Quantity |
|---|---|---|---|---|---|
| Existing Condition | Square feet | 0.0 | 0.0 | 4,972.0 | 4,972.0 |
| Post Condition | Square feet | 4,972.0 | 0.0 | 0.0 | 4,972.0 |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| 119<br>12-Ora-1<br>13.0/33.6<br>2330<br>1216000002<br>0P680 | 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.<br><br>Performance Measure<br>~~20 Field element(s)~~<br>**19 Field element(s)** | 20-21<br>201.315 | PA&ED<br>PS&E<br>R/W Sup<br>Con Sup<br>R/W Cap<br>Const Cap<br>Total | $1,891<br>$4,299<br>$1,244<br>$3,537<br>~~$191~~<br>$12,925<br>~~$24,087~~ | Prior<br>Prior<br>Prior<br>20-21<br>20-21<br>20-21 | $1,891<br>$4,299<br>$1,244<br>$3,537<br>**$745**<br>$12,925<br>**$24,641** | Prior<br>Prior<br>Prior<br>20-21<br>20-21<br>20-21 |

Note: During PA&ED, a larger number of utility conflicts were identified, resulting in a higher R/W capital. Performance measure is updated, because one element is being replaced under EA 0Q830/PPNO 12-2403B.

Performance Measure: TMS Elements

| | Unit | Good (Operational) | Poor (Not Operational) | Quantity |
|---|---|---|---|---|
| Existing Condition | Field element(s) | 0.0% | 100.0% | 19.0 |
| Post Condition | Field element(s) | 100.0% | 0.0% | 19.0 |

# List of 2018 SHOPP Amendments
## (Cost, Scope, Schedule and Technical Changes. Includes Federal Emergency Relief.)

| Project No.<br>Dist-Co-Rte<br>PM<br>PPNO<br>Project ID<br>EA | Project Location and Description of Work<br>Performance Measure | FY<br>Program Code | | Project Costs ($1,000) | | | |
|---|---|---|---|---|---|---|---|
| 120<br>12-Ora-1<br>29.9/33.7<br>2499A<br>1215000149<br>0P590 | 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.<br><br>Performance Measure<br>14.9 Lane mile(s) | 20-21<br>201.121 | PA&ED<br>PS&E<br>R/W Sup<br>Con Sup<br>R/W Cap<br>Const Cap<br>Total | $1,720<br>$2,932<br>$1,245<br>$2,358<br>~~$111~~<br>~~$8,770~~<br>~~$17,136~~ | Prior<br>Prior<br>Prior<br>20-21<br>20-21<br>20-21 | $1,720<br>$2,932<br>$1,245<br>$2,358<br>**$503**<br>**$11,804**<br>**$20,562** | Prior<br>Prior<br>Prior<br>20-21<br>20-21<br>20-21 |

Note: Increase R/W capital because utility conflicts were identified during the PA&ED phase. Increase construction capital due to unit price increases for items such as pavement grinding, and some new items, such as concrete removal and new sidewalk construction.

| Performance Measure: Pavement | Unit | Good | Fair | Poor | Quantity |
|---|---|---|---|---|---|
| Existing Condition | Lane mile(s) | 0.0 | 14.9 | 0.0 | 14.9 |
| Post Condition | Lane mile(s) | 14.9 | 0.0 | 0.0 | 14.9 |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| 121<br>12-Ora-5<br>~~10.1/10.6~~<br>**10.3/10.4**<br>2632A<br>1215000034<br>0P090 | In San Juan Capistrano, ~~from El Horno Street to south of Junipero Serra Road~~ **from 0.6 to 0.5 mile south of Junipero Serra Road**; also in Irvine, ~~from~~ **at** Route 133~~ to south of Sand Canyon Avenue~~ (PM 23.2~~/R23.7~~). Reconstruct slopes and apply vegetation to control sediment transport.<br><br>Performance Measure<br>~~2.5 Acre(s) treated/pollutant~~<br>**1.0 Acre(s) treated/pollutant** | 19-20<br>201.335 | PA&ED<br>PS&E<br>R/W Sup<br>Con Sup<br>R/W Cap<br>Const Cap<br>Total | $400<br>$600<br>$50<br>$650<br>$0<br>~~$2,729~~<br>~~$4,429~~ | Prior<br>Prior<br>18-19<br>19-20<br><br>19-20 | $400<br>$600<br>$50<br>$650<br>$0<br>**$1,715**<br>**$3,415** | Prior<br>Prior<br>18-19<br>19-20<br><br>19-20 |

Note: Remove one location on Route 133 from the project, since it was constructed by another project (EA 0N110/PPNO 12-4849C). Change post mile limits on Route 5 to better reflect the extent of the work. The removed location eliminates slope repair work and reduces construction 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) | | | |
|---|---|---|---|---|---|---|---|
| 122<br>12-Ora-5<br>~~33.0/43.2~~<br>**2.1/44.4**<br>2859C<br>~~1215000160~~<br>**1219000075**<br>~~0P670~~<br>**0P671** | ~~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).~~<br>**In Orange County, on Routes 5, 22, 55, 57, 91, and 405 at various locations.** ~~Create interoperability of Transportation Management System (TMS) by upgrading Intelligent Transportation System (ITS) elements between Caltrans and local agencies.~~<br>**Develop Information Technology (IT) and Information Exchange Network (IEN) to support the Orange County Triangle (Routes 5, 57, and 91) Integrated Corridor Management (ICM).**<br><br>Performance Measure<br>~~311 Field element(s)~~<br>**0 Field element(s)** | 19-20<br>201.315 | PA&ED<br>PS&E<br>R/W Sup<br>Con Sup<br>R/W Cap<br>Const Cap<br>Total | $2,380<br>$3,650<br>~~$320~~<br>~~$3,650~~<br>$0<br>~~$13,673~~<br>~~$23,673~~ | Prior<br>Prior<br>~~Prior~~<br>19-20<br><br>19-20 | $2,380<br>$3,650<br>**$0**<br>**$2,990**<br>$0<br>**$8,888**<br>**$17,908** | Prior<br>Prior<br><br>19-20<br><br>19-20 |

Note: Expand project limits to inform travelers of system information in advance of the ICM. Split projects to create a project for information exchange and another project for field elements. EA 0P670/PPNO 12-2859C to be split into EA 0P671/PPNO 12-2859C and EA 0P672/PPNO 12-2859D.

| Performance Measure: TMS Elements | Unit | Good (Operational) | Poor (Not Operational) | Quantity |
|---|---|---|---|---|
| Existing Condition | Field element(s) | 0.0% | 0.0% | 0.0 |
| Post Condition | Field element(s) | 0.0% | 0.0% | 0.0 |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| 123<br>12-Ora-73<br>10.0/28.0<br>4051A<br>1214000093<br>0N720 | In the cities of San Juan Capistrano, Laguna Nigel, Laguna Hills, Aliso Viejo, Laguna Beach, Irvine, Newport Beach, and Costa Mesa from Route 5 to Route 405. Upgrade highway safety features.<br><br>Performance Measure<br>~~108 Collision(s) reduced~~<br>**114 Collision(s) reduced** | 19-20<br>201.015 | PA&ED<br>PS&E<br>R/W Sup<br>Con Sup<br>R/W Cap<br>Const Cap<br>Total | $730<br>$2,600<br>$58<br>~~$3,200~~<br>$0<br>~~$16,500~~<br>~~$23,088~~ | Prior<br>Prior<br>Prior<br>19-20<br><br>19-20 | $730<br>$2,600<br>$58<br>**$3,700**<br>$0<br>**$23,700**<br>**$30,788** | Prior<br>Prior<br>Prior<br>19-20<br><br>19-20 |

Note: Increase construction capital because of updated standards for safety items. Metal Beam Guard Rail (MBGR) is being replaced by Midwest Guardrail System (MGS) and longer concrete barriers are needed due to more stringent clearance requirements. Increase working days from 300 to 380, which results in higher needs for construction support. Performance measure is updated to reflect project changes.

# 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) | | | |
|---|---|---|---|---|---|---|---|
| 124<br>~~12-Ora-142~~<br>~~3.5/4.7~~<br>~~5380A~~<br>~~1214000095~~<br>0N730 | ~~In Brea, from east of Chino Hills State Park entrance to east of Olinda Drive. Storm water mitigation.~~<br><br>~~Performance Measure~~<br>~~1.7 Acre(s) treated/pollutant~~ | ~~19-20~~<br>~~201.335~~ | PA&ED<br>PS&E<br>R/W Sup<br>Con Sup<br>R/W Cap<br>Const Cap<br>Total | ~~$456~~<br>~~$1,250~~<br>~~$380~~<br>~~$920~~<br>~~$200~~<br>~~$3,400~~<br>~~$6,606~~ | ~~Prior~~<br>~~18-19~~<br>~~18-19~~<br>~~19-20~~<br>~~19-20~~<br>~~19-20~~ | | |
| | Note: Delete project. The no-build alternative was selected in the approved project report. There have not been any major sediment flows, mudslides, or slope erosion in recent years, so any issues will be addressed by maintenance forces. | | | | | | |
| 125<br>12-Ora-405<br>~~5.7/5.9~~<br>**5.6**<br>4984<br>1215000093<br>0P400 | In Irvine, at northbound onramp from southbound Culver Drive and at southbound offramp to Culver Drive. Improve safety by replacing traffic signals and lighting systems, and reconfigure the onramp entrance.<br><br>Performance Measure<br>43 Collision(s) reduced | 19-20<br>201.010 | PA&ED<br>PS&E<br>R/W Sup<br>Con Sup<br>R/W Cap<br>Const Cap<br>Total | $300<br>$834<br>$0<br>$489<br>$12<br>~~$1,219~~<br>~~$2,854~~ | Prior<br>Prior<br><br>19-20<br>19-20<br>19-20 | $300<br>$834<br>$0<br>$489<br>$12<br>**$1,769**<br>**$3,404** | Prior<br>Prior<br><br>19-20<br>19-20<br>19-20 |
| | Note: The post mile was revised to more accurately describe the location of the work. Increase construction capital due to a larger signal pole and foundation and an updated traffic control estimate. | | | | | | |

# List of 2018 SHOPP Amendments
## (Cost, Scope, Schedule and Technical Changes. Includes Federal Emergency Relief.)
## for Senate Bill 1 Projects

| Project No.<br>Dist-Co-Rte<br>PM<br>PPNO<br>Project ID<br>EA | Project Location and Description of Work<br>Performance Measure | FY<br>Program Code | | Project Costs<br>($1,000) | |
|---|---|---|---|---|---|
| 1<br>~~01-Men-1~~<br>~~R52.4/R52.9~~<br>~~4636~~<br>~~0116000101~~<br>43481 | ~~Near the Mendocino community, at Russian Gulch Bridge No. 10-0151 (PM 52.64). Replace or upgrade bridge to address bridge rail standards, functionality, structural integrity, and provide access for pedestrians and bicycles.~~<br><br>~~Performance Measure~~<br>~~1,134.0 Linear feet~~<br>Note: Delete project to accomodate the Department's need to reprioritize due to cost increases on other projects. | ~~21-22~~<br>~~201.112~~ | PA&ED<br>PS&E<br>R/W Sup<br>Con Sup<br>R/W Cap<br>Const Cap<br>Total | ~~$2,637~~<br>~~$2,808~~<br>~~$396~~<br>~~$13,142~~<br>~~$7,128~~<br>~~$34,109~~<br>~~$60,220~~ | ~~Prior~~<br>~~20-21~~<br>~~20-21~~<br>~~21-22~~<br>~~21-22~~<br>~~21-22~~ |
| 2<br>~~03-Sac-80~~<br>~~M6.5/M8.8~~<br>~~6412~~<br>~~0317000032~~<br>1H910 | ~~In and near the city of Sacramento, from west of Rio Linda Boulevard Undercrossing (UC) No. 24-0203 to east of Winters Street UC No. 24-0205; also on Route 51 from south of Route 51/244, 80 Separation No. 24-0291L to north of Route 51/244, 80 Connector No. 24-0293R (PM 8.2 to 8.6). Upgrade bridge rails at four structures and widen for standard shoulders.~~<br><br>~~Performance Measure~~<br>~~4,413.0 Linear feet~~<br>Note: Delete project to accomodate the Department's need to reprioritize due to cost increases on other projects. | ~~21-22~~<br>~~201.112~~ | PA&ED<br>PS&E<br>R/W Sup<br>Con Sup<br>R/W Cap<br>Const Cap<br>Total | ~~$1,300~~<br>~~$3,000~~<br>~~$500~~<br>~~$4,300~~<br>~~$6~~<br>~~$20,104~~<br>~~$29,210~~ | ~~Prior~~<br>~~19-20~~<br>~~19-20~~<br>~~21-22~~<br>~~21-22~~<br>~~21-22~~ |
| 3<br>~~03-Yol-505~~<br>~~0.0/0.2~~<br>~~9504~~<br>~~0317000113~~<br>2H450 | ~~Near Winters, at Putah Creek Bridge No. 22-0072L/R, from Solano County line to 0.4 mile south of Route 128, also in Solano County, from 0.3 mile south to the Yolo County line (PM R10.3 to R10.6). Seismic retrofit of two parallel bridges.~~<br><br>~~Performance Measure~~<br>~~2 Bridge(s)~~<br>Note: Delete project to accomodate the Department's need to reprioritize due to cost increases on other projects. | ~~21-22~~<br>~~201.113~~ | PA&ED<br>PS&E<br>R/W Sup<br>Con Sup<br>R/W Cap<br>Const Cap<br>Total | ~~$941~~<br>~~$1,755~~<br>~~$371~~<br>~~$2,662~~<br>~~$215~~<br>~~$13,960~~<br>~~$19,904~~ | ~~Prior~~<br>~~19-20~~<br>~~19-20~~<br>~~21-22~~<br>~~21-22~~<br>~~21-22~~ |

# 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<br>~~04-Ala-Var Var 1464M 0417000431~~<br>0P380 | ~~In various counties, on various routes at various locations. Restore non-operational Transportation Management System (TMS) field elements by use of on-call Task Order service contracts.~~<br><br>~~Performance Measure 800 Field element(s)~~ | ~~19-20 201.315~~ | PA&ED<br>PS&E<br>R/W Sup<br>Con Sup<br>R/W Cap<br>Const Cap<br>Total | ~~$450~~<br>~~$1,340~~<br>~~$10~~<br>~~$3,000~~<br>~~$10~~<br>~~$15,990~~<br>~~$20,800~~ | ~~Prior~~<br>~~18-19~~<br>~~18-19~~<br>~~19-20~~<br>~~19-20~~<br>~~19-20~~ |
| | Note: It was determined that a project of this magnitude cannot be delivered using a service contract. Delete project and reprogram in future years. | | | | |
| 5<br>**04-SF-101 4.1/R5.1 1483T 0419000293 2J801** | **In the City and County of San Francisco, at the Central Viaduct No. 34-0077 from south of 17th Street to S. Van Ness Avenue. Paint superstructure steel members. (G13 Contingency)**<br><br>**Performance Measure**<br>**1 Bridge(s)** | **19-20 201.110** | PA&ED<br>PS&E<br>R/W Sup<br>* Con Sup<br>R/W Cap<br>* Const Cap<br>Total | **$0**<br>**$0**<br>**$0**<br>**$7,500**<br>**$153**<br>**$50,396**<br>**$58,049** | <br><br><br>**19-20**<br>**19-20**<br>**19-20** |

* Phase NOT Programmed.

Note: To accommodate for contractor bonding capacity limits and the availability of contractors to bid on such a large painting contract, split project EA 2J800/PPNO 04-1483S into EA 2J802/PPNO 04-1483S and EA 2J801/PPNO 04 -1483T. Increase construction support for proper administration of paint contracts. Increase R/W capital as four additional temporary construction easements have been identified.

Performance Measure: Bridges (1 bridge(s))

| | Unit | Good | Fair | Poor | Quantity |
|---|---|---|---|---|---|
| Existing Condition | Square feet | 0.0 | 0.0 | 450,017.0 | 450,017.0 |
| Post Condition | Square feet | 450,017.0 | 0.0 | 0.0 | 450,017.0 |

# 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) | |
|---|---|---|---|---|---|
| 6<br>**04-SM-101<br>16.5/21.8<br>1487P<br>0419000312<br>3J061** | **In the cities of Burlingame, Millbrae, San Bruno and South San Francisco, from Broadway to 0.1 mile north of South Airport Boulevard. Pavement rehabilitation.**<br><br>**Performance Measure<br>47.8 Lane mile(s)** | **19-20<br>201.121** | PA&ED<br>PS&E<br>R/W Sup<br>Con Sup<br>R/W Cap<br>Const Cap<br>Total | **$0<br>$0<br>$0<br>$543<br>$0<br>$28,000<br>$28,543** | **19-20<br><br>19-20** |

Note: Split the freeway rehabilitation project EA 3J060/PPNO 04-1487J into a mainline segment EA 3J061/PPNO 04 -1487P and onramp/offramp segment EA 3J062/PPNO 04-1487J. This will enable the mainline segment to be constructed with STIP project EA 1J560/PPNO 04-0658D and significantly reduce long-term traffic impacts during construction. Increase in capital construction is due to the unit cost increases in pavement structural section items.

Performance Measure: Pavement

| | Unit | Good | Fair | Poor | Quantity |
|---|---|---|---|---|---|
| Existing Condition | Lane mile(s) | 9.6 | 38.2 | 0.0 | 47.8 |
| Post Condition | Lane mile(s) | 47.8 | 0.0 | 0.0 | 47.8 |

| | | | | | |
|---|---|---|---|---|---|
| 7<br>~~07-LA-1<br>9.9<br>4729<br>0714000102~~<br>30560 | ~~In the city of Los Angeles, at Wilmington Overhead No. 53-0352. Paint and repair bridge deck.~~<br><br>~~Performance Measure<br>1 Bridge(s)~~ | ~~19-20<br>201.119~~ | PA&ED<br>PS&E<br>R/W Sup<br>Con Sup<br>R/W Cap<br>Const Cap<br>Total | ~~$305<br>$1,237<br>$203<br>$826<br>$245<br>$3,883<br>$6,699~~ | ~~Prior<br>Prior<br>18-19<br>19-20<br>19-20<br>19-20~~ |

Note: Delete project. It was determined that six of the eight bridge spans did not need to be painted. The other two spans will be painted by a Department paint crew. The six spans were originally programmed as preventative maintenance, but the cost rose to $18 million because specialized methods were necessary to access the work over the adjacent railroad. The Department concluded that the project was not cost effective.

| | | | | | |
|---|---|---|---|---|---|
| 8<br>~~07-LA-10<br>29.4<br>5070<br>0716000182~~<br>32870 | ~~In El Monte, at Peck Road Undercrossing No. 53-0661. Paint steel portion of bridge for preventative maintenance to preserve and extend the life of bridge.~~<br><br>~~Performance Measure<br>1 Bridge(s)~~ | ~~21-22<br>201.119~~ | PA&ED<br>PS&E<br>R/W Sup<br>Con Sup<br>R/W Cap<br>Const Cap<br>Total | ~~$141<br>$550<br>$25<br>$522<br>$10<br>$1,632<br>$2,880~~ | ~~Prior<br>19-20<br>19-20<br>21-22<br>21-22<br>21-22~~ |

Note: Delete project. This bridge was identified to have extensive corrosion and in need of painting. During a field review, it was determined that the bridge was not corroded, but covered by an unknown substance that was removed after extensive cleaning. After cleaning, it was determined that the bridge no longer needed to be painted.

# 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) | |
|---|---|---|---|---|---|
| 9<br>**12-Ora-5<br>2.1/44.4<br>2859D<br>1219000076<br>0P672** | **In Orange County, on Routes 5, 22, 55, 57, 91, and 405 at various locations. Install Transportation Management System (TMS) field elements to support the Orange County Triangle (Routes 5, 57, and 91) Integrated Corridor Management (ICM).**<br><br>**Performance Measure**<br>**294 Field element(s)** | **19-20<br>201.315** | PA&ED<br>PS&E<br>R/W Sup<br>Con Sup<br>R/W Cap<br>Const Cap<br>Total | **$0<br>$0<br>$320<br>$1,670<br>$15<br>$7,431<br>$9,436** | **Prior<br>19-20<br>19-20<br>19-20** |

Note: Expand project limits to inform travelers of system information in advance of the ICM. Split projects to create a project for information exchange and another project for field elements. EA 0P670/PPNO 12-2859C to be split into EA 0P671/PPNO 12-2859C and EA 0P672/PPNO 12-2859D. EA 0P42U/PPNO 12-2859B to be combined with EA 0P672/PPNO 12-2859D for construction under EA 0P42U, Project ID 1216000097 at vote.

| Performance Measure: TMS Elements | | Good | Poor | |
|---|---|---|---|---|
| Unit | | (Operational) | (Not Operational) | Quantity |
| Existing Condition | Field element(s) | 0.0% | 0.0% | 0.0 |
| Post Condition | Field element(s) | 100.0% | 0.0% | 294.0 |

# List of 2018 SHOPP Amendments
## (Cost, Scope, Schedule and Technical Changes. Includes Federal Emergency Relief.)
## for CMGC 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<br>03-Sac-99<br>7.1/9.4<br>6912<br>0312000069<br>0F280 | In and near Elk Grove, from 0.3 mile south of Dillard Road Overcrossing to south of Grant Line Road (replace Consumnes River Bridge No. 24-0020L/R, and Consumnes River Overflow Bridge No. 24 -0021L/R; upgrade bridge rails at Dillard Road Overcrossing No. 24-0163; construct new McConnell Overhead No. 24-0048L. Bridge seismic retrofit, bridge scour retrofit, bridge rail replacement, and bridge replacement.<br>(G13 Contingency)<br><br>Performance Measure<br>~~3,178.0 Linear feet~~<br>**5,946.0 Linear feet**<br><br>(Concurrent SB 1 Baseline Agreement approval under Resolution SHOPP-P-1819-13B.)<br><br>(Concurrent CMGC book item under Resolution G-19-33.) | 19-20<br>201.112 | PA&ED<br>PS&E<br>R/W Sup<br>* Con Sup<br>R/W Cap<br>* Const Cap<br>Total | $1,700<br>$3,500<br>$600<br>$14,200<br>$6,000<br>~~$113,000~~<br>~~$139,000~~ | Prior<br>Prior<br>Prior<br>19-20<br>19-20<br>19-20 | $1,700<br>$3,500<br>$600<br>$14,200<br>$6,000<br>**$158,000**<br>**$184,000** | Prior<br>Prior<br>Prior<br>19-20<br>19-20<br>19-20 |

Note: Increase in construction capital is to build a wider McConnell Overhead bridge to accommodate both northbound and southbound directions with standard vertical and horizontal alignment. Coordination with Union Pacific Railroad (UPRR) resulted in design change, which will allow UPRR to improve freight mobility in the future.

Performance Measure: Bridges (6 bridge(s))

| | Unit | Good | Fair | Poor | Quantity |
|---|---|---|---|---|---|
| Existing Condition | Linear feet rail | 2,762.0 | 2,756.0 | 428.0 | 5,946.0 |
| Post Condition | Linear feet rail | 5,946.0 | 0.0 | 0.0 | 5,946.0 |

# List of 2018 SHOPP Amendments
## (Cost, Scope, Schedule and Technical Changes. Includes Federal Emergency Relief.)
## for CMGC 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) | |
|---|---|---|---|---|---|
| 2<br>**03-Sac-99<br>7.1/9.4<br>6912A<br>0319000201<br>0F281** | **In and near Elk Grove, from 0.3 mile south of Dillard Road Overcrossing to south of Grant Line Road (replace Consumnes River Bridge No. 24 -0020L/R, and Consumnes River Overflow Bridge No. 24-0021L/R; upgrade bridge rails at Dillard Road Overcrossing No. 24-0163; construct new McConnell Overhead No. 24-0048L. Construct embankment for McConnell Overhead, and install associated drainage facilities and erosion control.<br>(G13 Contingency)**<br><br>**Performance Measure<br>0.0 Linear feet** | **19-20<br>201.112** | PA&ED<br>PS&E<br>R/W Sup<br>* Con Sup<br>R/W Cap<br>* Const Cap<br>Total | **$0<br>$0<br>$0<br>$800<br>$0<br>$10,567<br>$11,367** | <br><br><br>**19-20**<br><br>**19-20** |
| | * Phase NOT Programmed.<br>Note: Split the Construction Manager/General Contractor (CMGC) parent project EA 0F280/PPNO 03-6912 into five children projects EA 0F281/PPNO 03-6912A, EA 0F282/PPNO 03-6912B, EA 0F283/PPNO 03-6912C, EA 0F284/PPNO 03-6912D, and EA 0F285/PPNO 03-6912E to be constructed as independent construction contract work packages. | | | | |
| 3<br>**03-Sac-99<br>7.1/9.4<br>6912B<br>0319000202<br>0F282** | **In and near Elk Grove, from 0.3 mile south of Dillard Road Overcrossing to south of Grant Line Road (replace Consumnes River Bridge No. 24 -0020L/R, and Consumnes River Overflow Bridge No. 24-0021L/R; upgrade bridge rails at Dillard Road Overcrossing No. 24-0163; construct new McConnell Overhead No. 24-0048L. Construct foundations for temporary bridges over Consumnes River overflow.<br>(G13 Contingency)**<br><br>**Performance Measure<br>0.0 Linear feet** | **19-20<br>201.112** | PA&ED<br>PS&E<br>R/W Sup<br>* Con Sup<br>R/W Cap<br>* Const Cap<br>Total | **$0<br>$0<br>$0<br>$201<br>$0<br>$2,230<br>$2,431** | <br><br><br>**19-20**<br><br>**19-20** |
| | * Phase NOT Programmed.<br>Note: Split the Construction Manager/General Contractor (CMGC) parent project EA 0F280/PPNO 03-6912 into five children projects EA 0F281/PPNO 03-6912A, EA 0F282/PPNO 03-6912B, EA 0F283/PPNO 03-6912C, EA 0F284/PPNO 03-6912D, and EA 0F285/PPNO 03-6912E to be constructed as independent construction contract work packages. | | | | |

# List of 2018 SHOPP Amendments
## (Cost, Scope, Schedule and Technical Changes. Includes Federal Emergency Relief.)
## for CMGC 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<br>**03-Sac-99<br>7.1/9.4<br>6912C<br>0319000203<br>0F283** | **In and near Elk Grove, from 0.3 mile south of Dillard Road Overcrossing to south of Grant Line Road (replace Consumnes River Bridge No. 24 -0020L/R, and Consumnes River Overflow Bridge No. 24-0021L/R; upgrade bridge rails at Dillard Road Overcrossing No. 24-0163; construct new McConnell Overhead No. 24-0048L. Procure and erect McConnell Overhead pre-cast girders. (G13 Contingency)**<br><br>**Performance Measure**<br>**0 Linear Feet** | **19-20<br>201.112** | PA&ED<br>PS&E<br>R/W Sup<br>* Con Sup<br>R/W Cap<br>* Const Cap<br>Total | **$0<br>$0<br>$0<br>$216<br>$0<br>$2,400<br>$2,616** | <br><br><br>**19-20**<br><br>**19-20** |
| | * Phase NOT Programmed.<br>Note: Split the Construction Manager/General Contractor (CMGC) parent project EA 0F280/PPNO 03-6912 into five children projects EA 0F281/PPNO 03-6912A, EA 0F282/PPNO 03-6912B, EA 0F283/PPNO 03-6912C, EA 0F284/PPNO 03-6912D, and EA 0F285/PPNO 03-6912E to be constructed as independent construction contract work packages. | | | | |
| 5<br>**03-Sac-99<br>7.1/9.4<br>6912D<br>0319000204<br>0F284** | **In and near Elk Grove, from 0.3 mile south of Dillard Road Overcrossing to south of Grant Line Road (replace Consumnes River Bridge No. 24 -0020L/R, and Consumnes River Overflow Bridge No. 24-0021L/R; upgrade bridge rails at Dillard Road Overcrossing No. 24-0163; construct new McConnell Overhead No. 24-0048L. Construct McConnell Overhead structure and pave the new approach alignment. (G13 Contingency)**<br><br>**Performance Measure**<br>**0.0 Linear feet** | **19-20<br>201.112** | PA&ED<br>PS&E<br>R/W Sup<br>* Con Sup<br>R/W Cap<br>* Const Cap<br>Total | **$0<br>$0<br>$0<br>$2,168<br>$0<br>$24,088<br>$26,256** | <br><br><br>**19-20**<br><br>**19-20** |
| | * Phase NOT Programmed.<br>Note: Split the Construction Manager/General Contractor (CMGC) parent project EA 0F280/PPNO 03-6912 into five children projects EA 0F281/PPNO 03-6912A, EA 0F282/PPNO 03-6912B, EA 0F283/PPNO 03-6912C, EA 0F284/PPNO 03-6912D, and EA 0F285/PPNO 03-6912E to be constructed as independent construction contract work packages. | | | | |

# List of 2018 SHOPP Amendments
## (Cost, Scope, Schedule and Technical Changes. Includes Federal Emergency Relief.)
## for CMGC 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) | |
|---|---|---|---|---|---|
| 6<br>**03-Sac-99**<br>**7.1/9.4**<br>**6912E**<br>**0319000205**<br>**0F285** | **In and near Elk Grove, from 0.3 mile south of Dillard Road Overcrossing to south of Grant Line Road (replace Consumnes River Bridge No. 24 -0020L/R, and Consumnes River Overflow Bridge No. 24-0021L/R; upgrade bridge rails at Dillard Road Overcrossing No. 24-0163; construct new McConnell Overhead No. 24-0048L. Construct temporary bridges and temporary alignments. (G13 Contingency)**<br><br>**Performance Measure**<br>**0.0 Linear feet** | **19-20**<br>**201.112** | PA&ED<br>PS&E<br>R/W Sup<br>* Con Sup<br>R/W Cap<br>* Const Cap<br>Total | **$0**<br>**$0**<br>**$0**<br>**$1,000**<br>**$0**<br>**$11,112**<br>**$12,112** | <br><br><br>**19-20**<br><br>**19-20** |

* Phase NOT Programmed.

Note: Split the Construction Manager/General Contractor (CMGC) parent project EA 0F280/PPNO 03-6912 into five children projects EA 0F281/PPNO 03-6912A, EA 0F282/PPNO 03-6912B, EA 0F283/PPNO 03-6912C, EA 0F284/PPNO 03-6912D, and EA 0F285/PPNO 03-6912E to be constructed as independent construction contract work packages.

# Memorandum

**To**: CHAIR AND COMMISSIONERS **CTC Meeting**: June 26-27, 2019

**From**: SUSAN BRANSEN, Executive Director

**Reference Number**: 4.14, Action

**Prepared By**: Anja Aulenbacher
Assistant Deputy Director

**Published Date**: June 14, 2019

Subject: **Adoption of the 2019 Active Transportation Program – California Conservation Corps and Certified Local Community Conservation Corps Program, Resolution G-19-28**

**Issue:**

Should the California Transportation Commission (Commission) adopt the 2019 Active Transportation Program - California Conservation Corps and Certified Local Community Conservation Corps prepared and submitted by the California Conservation Corps for programming in Fiscal Year 2019-20 totaling $4,000,000, and the Substitution List totaling $378,000?

**Recommendation:**

Commission staff recommends that the Commission adopt the 2019 Active Transportation Program - California Conservation Corps and Certified Local Community Conservation Corps Program and Substitution List in accordance with the attached resolution and Commission staff recommendations.

The program of projects includes 17 projects recommended for funding in Fiscal Year 2019-20. The Commission staff recommendations are consistent with the recommendations made by the California Conservation Corps. The Substitution List includes two projects. The programming recommendation is made with the following stipulations:

- In the event a project is removed, or savings are generated from the recommended projects list, a project from the substitution List may be awarded if there is sufficient capacity to allow a substitution.
- The California Conservation Corps shall report to the Commission when additional projects are awarded.
- The Commission expects that the funds allocated will be expended in a timely manner.

In summary, Commission staff recommends that the 2019 Active Transportation Program - California Conservation Corps funds of $4,000,000 be programmed to 17 projects:

- $1,983,000 (49.5 percent of $4,000,000) for 11 of the 17 projects will benefit disadvantaged communities.
- $2,000,000 (50 percent of $4,000,000) for 12 of the 17 projects will be awarded to Certified Local Community Conservation Corps.

The Commission's adoption of the 2019 Active Transportation Program - California Conservation Corps and Certified Local Community Conservation Corps Program is not authorization to begin work on a project. Contracts may not be awarded and/or work cannot begin until an allocation is approved by the Commission.

**Background:**

Senate Bill 99 (Chapter 359, Statutes of 2013) and Assembly Bill 101 (Chapter 354, Statutes of 2013) creating the Active Transportation Program was signed by the Governor on September 26, 2013. Senate Bill 1, signed by the Governor on April 28, 2017, directs $100 million annually from the Road Maintenance and Rehabilitation Account to the Active Transportation Program beginning in Fiscal Year 2017-18. In addition, Assembly Bill 97 (Chapter 14, Statutes of 2017) directs $4 million of the $100 million annually, starting in Fiscal Year 2017-18, for the next five years, to the California Conservation Corps for active transportation projects to be developed and implemented by the California Conservation Corps and Certified Local Community Conservation Corps. The availability of these funds is subject to annual appropriation by the Legislature. Not less than 50 percent of these funds shall be in the form of grants to Certified Local Community Conservation Corps, as defined in Section 14507.5 of the Public Resources Code. A minimum of 25 percent of all California Conservation Corps and Certified Local Community Conservation Corps proposals that are approved must benefit a disadvantaged community as defined by median household income, CalEnviroScreen, or Free or Reduced Priced School Meals as defined in the 2019 Active Transportation Program Guidelines.

Appendix D of the 2019 Active Transportation Program Guidelines states that the 2019 Active Transportation Program California Conservation Corps and Certified Local Community Conservation Corps will include three years of funding, specifically, Fiscal Years 2019-20, 2020-21, and 2021-22. The guidelines also maintain that the Commission will adopt a list of recommended projects at the June 2019 meeting. The California Conservation Corps' current business practices do not allow for three years of programming at this meeting. Commission staff expects that the California Conservation Corps will recommend projects for the remaining funds for Fiscal Years 2020-21 and 2021-22 at the June 2020 Commission meeting.

California Conservation Corps Evaluation Process

The California Conservation Corps held a competitive application process using the selection criteria set forth in the 2019 Active Transportation Program Guidelines – Appendix D: California Conservation Corps.

The California Conservation Corps solicited applications from California Conservation Corps Centers and Certified Local Conservation Corps and scored applications based on the criteria described in the approved Guidelines. Applications were competitively scored by a review committee team with the potential to receive 0 to 50 points. The scoring criteria were as follows:

- Projects can commence construction within 6 months of an award and shall be completed within 2 years from the project start date.
- Benefit to disadvantaged communities.
- Ability to further the goals of the Active Transportation Program.
- Ability to leverage other funds.

The California Conservation Corps reviewed 21 applications and recommends $4,000,000 in funding for 17 projects ($3,806,000 for 10 Northern California and $1,199,000 for 7 Southern California projects). There are 2 projects on the substitution list and 2 projects not recommended for funding. The evaluation team recommended the most competitive project applications for award. Each project recommended for funding or on the substitution list has provided the Commission evidence of California Environmental Quality Act compliance. Projects identified on the California Conservation Corps adopted substitution list are valid for consideration by the Commission only until adoption of a subsequent Active Transportation Program - California Conservation Corps program.

California Conservation Corps Program of Projects - Examples

The California Conservation Corps program recommendations include significant active transportation projects throughout the state. Examples include:

**California Conservation Corps Redding Center partnering with the City of Redding** – *Buenaventura Trail Widening and Reconstruction in Shasta County*. The California Conservation Corps Redding Center is requesting funding for the Buenaventura Trail Widening and Reconstruction project. This project is located near the Sacramento River in the Redding's west end and connects thousands of homes to the Sacramento River Trail. The Sacramento River Trail connects most of Redding's commercial and residential areas to one another, as well as major cultural and recreational attractions such as 250 miles of recreational trails. The Buenaventura Trail was burned over by the Carr fire in 2018, which destroyed 10 bridges and left the trail dangerous and impassable. California Conservation Corps Redding corpsmembers will reconstruct and widen the Buenaventura Trail so that 10 new, concrete, fire-resistant bridges can be installed later. Redding corpsmembers will work

as hand crews to widen the trail corridor to 8 feet; remove trees and stumps; prepare and assist with excavation, grading and contouring; compact road base; pave termini; construct temporary bridges; plant and install irrigation to drought-tolerant trees and plants. California Conservation Corps Redding maintains an enrollment of 60 corpsmembers, many of whom will have the opportunity to work on this active transportation project.

**Conservation Corps of Long Beach partnering with the City of Long Beach Public Works** – *Healthy Active Lower Los Angeles River Phase II in Los Angeles County*. Conservation Corps of Long Beach is requesting funding for the Healthy Active Lower Los Angeles River Phase II project. This project is located along the Los Angeles River in North Long Beach and is part of the City's Bicycle Master Plan and Mobility Plan. Many residents in this area do not have access to vehicles or seek alternatives to the areas congested roadways. The Los Angeles River Trail serves as a safe, alternate route connecting users to communities, resources and recreation by healthy, non-motorized travel. Conservation Corps of Long Beach corpsmembers will promote and improve trail use through the planting and irrigation of drought-tolerant trees and plants, as well as the installation of bicycle racks and fencing. Conservation Corps of Long Beach has an average annual enrollment of over 50 corpsmembers, many of whom will participate in this Active Transportation Program project.

Attachments:

- Attachment A: Resolution G-19-28
- Attachment B: 2019 Active Transportation Program – California Conservation Corps and Certified Local Community Conservation Corps Projects Recommended for Funding
- Attachment C: 2019 Active Transportation Program – California Conservation Corps and Certified Local Community Conservation Corps Project Substitution List
- Attachment D: 2019 Active Transportation Program – California Conservation Corps Applications Not Recommended

Reference No.: 4.14
June 26-27, 2019
Attachment A

**CALIFORNIA TRANSPORTATION COMMISSION**
**Adoption of the 2019 Active Transportation Program – California Conservation Corps and Certified Local Community Conservation Corps**

**RESOLUTION G-19-28**

1.1 **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; and

1.2 **WHEREAS,** Senate Bill 1, signed by the Governor on April 28, 2017, directs $100 million annually from the Road Maintenance and Rehabilitation Account for the Active Transportation Program beginning in Fiscal Year 2017-18; and

1.3 **WHEREAS,** Assembly Bill 97 directs $4 million of the $100 million annually, beginning in Fiscal Year 2017-18, for the next five years, to the California Conservation Corps for active transportation projects to be developed and implemented by the California Conservation Corps and Certified Local Community Conservation Corps; and

1.4 **WHEREAS,** the California Conservation Corps is charged with evaluating proposals submitted for this program and providing a list of proposals recommended for funding to the California Transportation Commission (Commission); and

1.5 **WHEREAS,** the Commission is responsible for awarding grants to fund proposals which are included on the list prepared by the California Conservation Corps; and

1.6 **WHEREAS,** the California Conservation Corps has prepared a Projects Recommended for Funding list totaling $4,000,000 for 17 projects, and that list has been reviewed by the Commission; and

1.7 **WHEREAS,** the California Conservation Corps has prepared a Project Substitution List totaling $378,000 for 2 projects, and that list has been reviewed by the Commission.

2.1 **NOW THEREFORE BE IT RESOLVED,** that the Commission adopts the 2019 Active Transportation Program – California Conservation Corps and Certified Local Community Conservation Corps program of projects, as indicated in the List of Projects Recommended for Funding (attached); and

2.2 **BE IT FURTHER RESOLVED,** that the Commission adopts the California Conservation Corps' Project Substitution List, as indicated in the attached list. In the event a project is removed, or savings are generated from the recommended projects list, a project from the substitution list may be awarded if there is sufficient capacity to allow a substitution. The California Conservation Corps shall report to the Commission when additional projects are awarded; and

2.3 **BE IT FURTHER RESOLVED,** that it is the intent of the Commission to allocate available funds for the Projects Recommended for Funding and expects that the funds allocated will be expended on a timely basis and expects that the California Conservation Corps will follow all reporting requirements as specified in the current Active Transportation Program Guidelines.

**2019 Active Transportation Program -**
**California Conservation Corps and Certified Local Community Conservation Corps**
**Projects Recommended for Funding**
**($1000's)**

| Lead Applicant | Partnering Agency | County | Project Title | Total Project Cost | ATP Request | CEQA | DAC | CCC or LCCC | Final Score |
|---|---|---|---|---|---|---|---|---|---|
| Conservation Corps of Long Beach | City of Long Beach Department of Public Works | Los Angeles | Healthy Active Lower Los Angeles River Phase II | $168 | $143 | NOE | X | LCC | 45.5 |
| CCC Delta | Thornton Rural Fire District | San Joaquin | Thornton Fire District Fencing & Sidewalk | $140 | $135 | NOE | X | CCC | 45 |
| Sacramento Regional Conservation Corps | County of Sacramento, Dept. of Regional Parks | Sacramento | American River Parkway Signs | $179 | $143 | NOE | X | LCC | 45 |
| CCC Inland Empire | Riverside County Regional Park and Open Space District | Riverside | Hidden Valley Santa Ana River Trail Repair | $155 | $152 | NOE | X | CCC | 43.5 |
| Greater Valley Conservation Corps | Caltrans Stockton | San Joaquin | Bicycle/Pedestrian Path Improvement at S/B SR-99 & Wilson Way, Stockton | $121 | $121 | NOE | X | LCC | 43.5 |
| Conservation Corps North Bay | Sonoma County Regional Parks | Sonoma | Helen Putnam Regional Park Multi-Use Trail Renovation | $167 | $143 | NOE | | LCC | 42.5 |
| CCC Delta | San Joaquin County Parks and Recreation | San Joaquin | Micke Grove Zoo Trail | $330 | $315 | NOE | X | CCC | 42 |
| Sequoia Community Corps | City of Dinuba | Tulare | Dinuba 2019 Safe Routes to School | $294 | $294 | NOE | X | LCC | 42 |
| CCC Delta | BLM / Mariposa County Planning Department | Mariposa | Merced River Trail Rebuild | $112 | $110 | NOE | X | CCC | 41.5 |
| Urban Conservation Corps of the Inland Empire | County of San Bernardino Public Health | San Bernardino | Pedestrian, Bicycle, Skateboard Safety Training Program | $143 | $143 | N/A | X | LCC | 41 |
| CCC Redding | City of Redding | Shasta | Buenaventura Trail Widening and Reconstruction | $1,409 | $1,289 | NOE | | CCC | 40.5 |
| Conservation Corps North Bay | Napa Open Space District | Napa | Catacoula Multi-Use Trail Construction | $182 | $151 | NOD | | LCC | 40 |
| San Francisco Conservation Corps | City of San Francisco, San Francisco Recreation & Parks Dept. | San Francisco | Natural Resource Trails Safety Program | $1,023 | $286 | NOD | X | LCC | 39 |
| Los Angeles Conservation Corps | City of Carson | Los Angeles | Carson Tree Expansion and Improvement | $143 | $143 | NOE | X | LCC | 38.5 |
| Orange County Conservation Corps | County of Orange, OC Parks | Orange County | OC Parks Split-Rail Fence Installation | $148 | $148 | NOE | | LCC | 38 |

**2019 Active Transportation Program -**
**California Conservation Corps and Certified Local Community Conservation Corps**
**Projects Recommended for Funding**
**($1000's)**

| Lead Applicant | Partnering Agency | County | Project Title | Total Project Cost | ATP Request | CEQA | DAC | CCC or LCCC | Final Score |
|---|---|---|---|---|---|---|---|---|---|
| Urban Corps of San Diego | County of San Diego | San Diego | San Diego County Trail Enhancement | $148 | $143 | NOE | | LCC | 37.5 |
| Civicorps | East Bay Regional Park District | Alameda | Green Transportation Network Project-Phase II | $143 | $143 | NOE | | LCC | 37 |
| | | | **TOTAL:** | **$5,005** | **$4,000** | | | | |

**2019 Active Transportation Program -**
**California Conservation Corps and Certified Local Community Conservation Corps**
**Project Substitution List**
**($1000's)**

| Lead Applicant | Partnering Agency | County | Project Title | Total Project Cost | ATP Request | CEQA | DAC | CCC or LCCC | Final Score |
|---|---|---|---|---|---|---|---|---|---|
| Urban Conservation Corps of the Inland Empire | Riverside County Department of Public Health | Riverside | Riverside County Safe Routes to School | $264 | $235 | N/A | Y | LCC | 40 |
| Conservation Corps of Long Beach | City of Long Beach Department of Public Works | Los Angeles | Coastal Long Beach Pathway Improvements | $143 | $143 | NOE | N | LCC | 37 |
| | | | Total: | **$407** | **$378** | | | | |

**2019 Active Transportation Program -**
**California Conservation Corps and Certified Local Community Conservation Corps**
**Applications Not Recommended**
**($1000's)**

| Lead Applicant | Partnering Agency | County | Project Title | Total Project Cost | ATP Request | CEQA | DAC | CCC or LCCC | Final Score |
|---|---|---|---|---|---|---|---|---|---|
| Urban Corps of San Diego County | San Diego Canyonlands | San Diego | City Heights Canyon Enhancements and Trail | $143 | $143 | NOD | | LCC | 29 |
| Fresno Local Conservation Corps | High Sierra Volunteer Trail Crew, Inc. | Fresno | San Joaquin River New Trail Construction Project II | $169 | $143 | NOD | | LCC | 6.5 |
| | | | **Total:** | **$312** | **$286** | | | | |

State of California
**DEPARTMENT OF TRANSPORTATION**

California State Transportation Agency

# MEMORANDUM

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

**CTC Meeting**: June 26-27, 2019

**From**: STEVEN KECK, Chief Financial Officer

**Reference Number**: 3.9, Information Item

**Prepared By**: Bruce De Terra, Chief
Division of Transportation Programming

**Subject**: **PROPOSITION 1B FISCAL YEAR 2018-19 THIRD QUARTER REPORTS**

## SUMMARY:

The attached package includes the California Department of Transportation's quarterly reports for the Proposition 1B Bond Program. These reports have been discussed with the California Transportation Commission's (Commission) staff, and will be presented as an informational item at the June 26-27, 2019 Commission meeting.

The Proposition 1B Fiscal Year 2018-19 Third Quarter Reports are in the following order:

- Corridor Mobility Improvement Account
- State Route 99 Corridor Program
- Local Bridge Seismic Retrofit Program
- State-Local Partnership Program
- Traffic Light Synchronization Program
- Highway Railroad Crossing Safety Account
- Intercity Rail Improvement Program
- Trade Corridors Improvement Fund

## BACKGROUND:

As approved by the voters in the November 2006 general election, Proposition 1B enacts the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 to authorize $19.925 billion of state general obligation bonds for specified purposes, including: high-priority transportation corridor improvements, State Route 99 corridor enhancements, trade infrastructure and port security projects, school bus retrofit and replacement purposes, State Transportation Improvement Program augmentation, transit and passenger rail improvements, state-local partnership transportation projects, transit security projects, local bridge seismic retrofit projects, highway-railroad grade separation and crossing improvement projects, state

highway safety and rehabilitation projects, local street and road improvement projects, congestion relief, and traffic safety. The attached reports are submitted in compliance of the Bond Accountability Plan as outlined by the California Transportation Commission in the Program Guidelines, requiring status report at least semi-annually.

Attachments

## Proposition 1B – Corridor Mobility Improvement Account Program Report: January 1, 2019 to March 31, 2019

### CMIA Program at a Glance

A total of 90 corridor projects received CMIA bond program funds. Some corridor projects were constructed in stages, resulting in a total of 129 construction contracts being administered.

Number of Completed Contracts: 118 with $3,258 million CMIA funds.

### Active Projects

Number of Active Contracts: 11 (See attachment)

### Unallocated Projects

None

### Changes from Last Report

No changes

### Corrective Action Plans

### Major Project Issues

Project # 89: Gerald Desmond Bridge (Also in the TCIF program) – $47,960,000 additional SHOPP funds were allocated at the October 2016 CTC meeting. The additional funds will be used for redesign of the tower as well as construction capital and capital outlay support oversight to complete the project. The Main Span Bridge design package was delayed resulting in impact to the schedule of the main towers construction. The estimated end of construction date is November 5, 2019.

### Project Action Plans

Project # 15.2 – Highway 101 Marin-Sonoma Narrows (MSN), Contract A – Project overrun (Construction Capital $11,007 million) will be addressed with non-bond funds. The MSN B2 construction capital has multiple funding sources and percent split by funding source caused over expenditure for CMIA funding source. The project expenditures are still under the project budget. Expenditure adjustments will be completed as soon as possible.

### Corridor Mobility Improvement Account Program (CMIA)

**Program Funding:**
In the CMIA bond program, $4,410 million was allocated for projects that commenced construction prior to December 31, 2012, and $90 million was set aside for program administration costs. Subsequently, administration costs have been reduced. Administration savings totaling $67 million were allocated to ongoing projects. A revised total of $4,477 million of CMIA program funds have been allocated to projects, and $23 million is set aside for program administration costs.

### CMIA Bond Program Funding and Contributor Funds:

In the CMIA bond program's $4,500 million-dollar budget, $4,477 million has been allocated to projects from the CMIA bond program funds. In addition, $7,888 million has been committed from other contributor funds to increase the total value of projects in the CMIA bond program to $12,365 million. The table below shows how CMIA bond program funds and contributor funds were distributed by project components as well as expenditures to date for CMIA bond program funds.

**CMIA Project Status:**

| | |
|---|---|
| Total number of CMIA Corridor Projects Programmed | 90 |
| • Total amount of CMIA Funds Programmed | $4,477 Million |
| • Total Project Cost | $12,365 Million |
| Total number of Construction Contracts resulting from some Corridor Projects constructed in stages | 129 |
| Number of Contracts currently in construction | 11 |
| • Amount of CMIA Funds | $1,219 Million |
| • Total Project Cost | $4,553 Million |
| Total number of Construction Contracts (CCA) completed | 118 |
| • Amount of CMIA Funds | $3,258 Million |
| • Total Project Cost | $7,812 Million |
| Number of Project Bond Dollar Over Expended (See Corrective Actions below if required) | 1 |
| Number of Delinquent Final Delivery Reports | 22 |

## Active Projects Status and Detail: Budget and Schedule

| PROJECT NUMBER | DISTRICT | COUNTY | AGENCY | PROJECT DESCRIPTION (EA NUMBER) | TOTAL PROJECT COST X $1,000 | CMIA PROJECT COST X $1,000 | DATE OF ALLOCATION | AWARD DATE | APPROVED CONST COMPLETE DATE | CURRENT CONST COMPLETE DATE | CONST % COMPLETE | CONST SUPPORT BUDGET X $1,000 | CONST SUPPORT EXPENDED X $1,000 | CONST CAPITAL BUDGET X $1,000 | CONST CAPITAL EXPENDED X $1,000 | SCHEDULE |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 7.4 | 04 | CC | CCTA | State Route 4 East Widening from Somersville to Route 160 (1G941) | $79,307 | - | 8/22/12 | 11/14/12 | 08/01/15 | 05/30/19 | 99 | $ - | $ 7 | $67,886 | $64,318 | ▶ |
| 8.1 | 04 | ALA CC | *ACCMA* | I-80 Integrated Corridor Mobility Project (3A774) | $8,384 | $7,584 | 10/27/11 | 03/15/12 | 04/01/15 | 12/31/19 | 99 | $ - | $1,992 | $7,584 | $10,616 | ▶ |
| 12 | 07 | LA | Metro | I-405 Carpool Lane I-10 To US 101 (NB) (Design Build) (EA 12030) | $1,137,700 | $730,000 | 09/25/08 | 04/23/09 | 12/31/13 | 06/12/19 | 98 | $ - | $ - | $979,700 | $867,276 | ▶ |
| 13.1 | 07 | LA | Caltrans | Interstate 5 Carpool Lane from Route 134 to Route 170 - Corridor Project #1 (EA 12184) | $137,366 | - | Local | 12/06/10 | 12/31/13 | 03/19/21 | 91 | $30,110 | $33,823 | $76,646 | $66,056 | ▶ |
| 13.3 | 07 | LA | Caltrans | Interstate 5 Carpool Lane from Route 134 to Route 170 - Corridor Project #3 (EA 1218W) | $402,385 | $64,713 | 05/23/12 | 11/29/12 | 05/30/16 | 07/14/22 | 73 | $43,211 | $30,303 | $232,506 | $158,085 | ▶ |
| 14.2 | 07 | LA | Caltrans | I-5 Carpool Lane from Orange County Line to I-605 - Corridor Project #2 (EA 21592)(U) | $631,125 | - | 06/23/15 | 03/14/16 | 03/31/17 | 10/31/22 | 40 | $34,534 | $13,343 | $170,000 | $65,851 | ▶ |
| 14.3 | 07 | LA | Caltrans | I-5 Carpool Lane from Orange County Line to I-605 - Corridor Project #3 (EA 21593) | $188,216 | $104,708 | 04/26/12 | 08/14/12 | 04/22/16 | 12/13/19 | 99 | $28,481 | $29,049 | $96,447 | $88,648 | ▶ |
| 14.4 | 07 | LA | Caltrans | I-5 Carpool Lane from Orange County Line to I-605 - Corridor Project #4 (EA 21594) | $323,285 | $158,320 | 04/26/12 | 08/23/12 | 04/01/16 | 07/31/20 | 95 | $33,777 | $33,293 | $144,627 | $130,201 | ▶ |
| 14.5 | 07 | LA | Caltrans | I-5 Carpool Lane from Orange County Line to I-605 - Corridor Project #5 (EA 21595) | $211,747 | - | 08/06/13 | 04/24/14 | 12/01/16 | 12/31/20 | 79 | $25,768 | $22,109 | $116,632 | $69,406 | ▶ |
| 62.2 | 04 | ALA | Caltrans | Widen Ala 84 Expressway - Corridor Project #2 (EA 29762) | $97,402 | - | 03/26/15 | 09/30/15 | 10/01/15 | 01/15/20 | 99 | $8,005 | $8,167 | $48,000 | $46,143 | ▶ |
| 89 | LA | SD | Port of Long Beach | Gerald Desmond Bridge (Design Build) (EA 22830) | $1,336,061 | $153,657 | 10/24/12 | 10/01/12 06/11/13 | 03/22/19 | 11/05/19 | 88 | $97,000 | $101,774 | $864,260 | $599,939 | ▶ |
| **TOTAL** | | | | | **$4,552,978** | **$1,218,982** | | | | | | | | | | |

● Project is on time, on budget, or within scope.
▶ Project Closeout is delayed by 6 months or longer.

**Proposition 1B - State Route 99 (SR99) Program Report**
**Progress Report: January 1, 2019 to March 31, 2019**

## SR99 Program at a Glance

A total of 26 projects received $986 million SR99 bond program funds. Some projects were constructed in stages, resulting in a total of 30 construction contracts being administered.

Number of Completed Contracts: 27 with $957 million SR99 funds.

## Active Projects

Number of Active Contracts: 3 with $29 million SR99 funds.

(See attachment)

## Unallocated Projects

None

## Changes from Last Report

Two projects started construction and there are no outstanding Final Delivery Reports.

## Corrective Action Plans

Project # 8 - SR99 (South Stockton) Widening - District proposes to increase right of way support from $7,000,000 to $8,100,000 and construction support from $20,000,000 to $22,000,000. It is also proposed to decrease right of way capital from $55,470,000 to $39,605,000, resulting in significant net decrease in the total project cost. All changes are pending the confirmation of Estimate at Completion (EAC) values.

## State Route 99 Program (SR99)

**Program Objectives:** In the SR99 bond program's $1 billion dollar budget, $986 million has been allocated to projects from SR99 bond program funds. Of the $986 million, $787 million was allocated for construction, $199 million has been allocated for right of way and engineering support costs, $6 million is set aside for bond administrative costs, leaving $8 million uncommitted. In addition, $505 million has been committed from other contributor funds to increase the total value of projects in the SR99 bond program to $1,490 million.

American Recovery and Reinvestment Act (ARRA) of 2009 funding loans were made in 2009 to replace SR99 funding on a SR99 program project. The SR99 program project budget, as reported in this report includes $19,061,000 of ARRA funding in accordance with Government Code, Section 8879.77. In 2009, limitations on bond sales and the enactment of the ARRA program led to legislation to allow for loans in order to allocate projects ready for construction.

## SR 99 Project Status:

| | |
|---|---|
| Total number of SR 99 Projects Programmed | 26 |
| • Total amount of SR 99 Funds Programmed | $986 Million |
| • Total Project Cost | $1,490 Million |
| Total number of Construction Contracts resulting from some Projects constructed in stages | 30 |
| Number of Contracts currently not Awarded | 1 |
| • Amount of SR 99 Funds | $9 Million |
| • Total Project Cost | $46 Million |
| Number of Contracts currently in Construction | 2 |
| • Amount of SR 99 Funds | $20 Million |
| • Total Project Cost | $100 Million |
| Total number of Construction Contracts (CCA) completed | 27 |
| • Amount of SR 99 Funds | $957 Million |
| • Total Project Cost | $1344 Million |
| Number of Delinquent Final Delivery Reports | 0 |

## Active Projects - Status and Detail: Scope Budget and Schedule

| PROJECT ID | DIST | COUNTY | AGENCY | PROJECT DESCRIPTION | TOTAL PROJECT COST X $1,000 | TOTAL SR 99 FUNDS X $1,000 | ALLOCATION | AWARD | AWARD % COMPLETE | APPROVED CCA | CURRENT CCA | CCA % COMPLETE | FINAL DELIVERY REPORT | APPROVED CLOSEOUT | CURRENT CLOSEOUT | CLOSEOUT % COMPLETE | SUMPLEMENTAL FDR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 3 | But | Caltrans | Butte SR 99 Chico Auxiliary Lanes – Phase II | $38,349 | $20,969 | 1/20/11 | 7/8/11 | 100 | 2/18/15 | 2/18/15 | 100 | ● | 10/15/15 | 4/30/23 | | |
| 2 | 6 | Fre Mad | Caltrans | Island Park 6-Lane – Corridor Project | $87,794 | $87,794 | 1/13/10 | 8/10/10 | 100 | 7/1/16 | 5/20/16 | 100 | ● | 7/1/18 | 7/1/20 | | |
| 3 | 6 | Mad | Caltrans | Reconstruct Interchange at Avenue 12 | $93,802 | $59,402 | 6/27/12 | 12/7/12 | 100 | 6/13/16 | 6/13/16 | 100 | ● | 8/1/17 | 4/1/20 | | |
| 4 | 10 | Mer | Caltrans | Arboleda Road Freeway | $115,758 | $79,425 | 12/15/11 | 5/14/12 | 100 | 5/1/15 | 5/18/15 | 100 | ● | 5/1/16 | 12/1/23 | | |
| 5 | 10 | Mer | Caltrans | Freeway Upgrade & Plainsburg Road I/C | $76,611 | $65,869 | 2/23/12 | 7/12/12 | 100 | 5/10/16 | 5/10/16 | 100 | ● | 8/1/16 | 12/30/22 | | |
| 7 | 3 | Sac | Sac Co | SR 99/Elverta Rd. Interchange | $32,470 | $18,529 | 2/23/12 | 5/28/12 | 100 | 4/1/14 | 3/7/14 | 100 | ● | 7/1/14 | 7/1/20 | | |
| 8 | 10 | SJ | Caltrans | SR 99 (South Stockton) Widening | $214,458 | $132,256 | 6/27/12 | 12/3/12 | 100 | 12/30/16 | 9/20/17 | 100 | ● | 8/2/18 | 3/9/22 | | |
| 9 | 10 | SJ | Caltrans | SR 99 Widening in Manteca and San Joaquin - Corridor Project | $152,524 | $86,220 | 12/15/11 | 3/27/12 | 100 | 10/1/15 | 12/15/15 | 100 | ● | 7/1/15 | 12/31/21 | | |
| 10 | 3 | Sut | Caltrans | SR 99 / Riego Road Interchange | $31,082 | $19,264 | 3/29/12 | 10/1/12 | 100 | 1/1/15 | 6/30/15 | 100 | ● | 1/1/17 | 4/1/22 | | |
| 11 | 3 | Sut | Caltrans | Sutter 99 Segment 2 | $56,725 | $53,211 | 1/13/10 | 7/14/10 | 100 | 12/1/15 | 5/15/15 | 100 | ● | 5/1/14 | 4/30/19 | | |
| 13 | 6 | Tul | Caltrans | Goshen to Kingsburg 6-Lane - Corridor Project | $106,389 | $91,619 | 5/20/10 | 1/4/11 | 100 | 8/1/18 | 8/1/18 | 100 | ● | 5/1/21 | 10/2/20 | | |
| 15 | 6 | Tul | Caltrans | Tulare to Goshen 6 Ln | $52,707 | $46,927 | 6/2712 | 12/7/12 | 100 | 6/24/16 | 6/24/16 | 100 | ● | 12/31/17 | 7/1/22 | | |
| 17 | 10 | Sta | Sta Co | Kiernan IC | $42,849 | $33,401 | 6/27/12 | 12/11/12 | 100 | 7/22/16 | 10/17/17 | 100 | ● | 1/22/18 | 9/15/21 | | |
| 19 | 10 | Mer | MCAG | Merced Atwater Expwy Ph 1A | $65,880 | $46,521 | 3/5/13 | 6/19/13 | 100 | 12/30/16 | 10/12/16 | 100 | ● | 12/1/16 | 3/1/21 | | |
| 21 | 3 | Sac | City of Sac | Elkhorn Blvd IC | $1,930 | $1,108 | 5/7/13 | 7/1/13 | 100 | 7/30/15 | 7/30/15 | 100 | ● | 12/1/14 | 2/1/19 | | |

● Final Delivery Report has been completed
◆ Final Delivery Report is past due
X Final Delivery Report is being reviewed

## Active Projects - Status and Detail: Scope Budget and Schedule

| PROJECT ID | DIST | COUNTY | AGENCY | Project Description | TOTAL PROJECT COST X $1,000 | TOTAL SLPP FUNDS X $1,000 | ALLOCATION | AWARD | AWARD % COMPLETE | APPROVED CCA | CURRENT CCA | CCA % COMPLETE | FINAL DELIVERY REPORT | APPROVED CLOSEOUT | CURRENT CLOSEOUT | CLOSEOUT % COMPLETE | SUMPLEMENTAL FDR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 22 | 10 | Sta | City of Modesto | Pelandale Ave IC | $55,215 | $41,630 | 10/8/13 | 3/12/14 | 100 | 12/15/16 | 6/30/17 | 100 | ● | 12/1/18 | 5/3/21 | | |
| 23 | 6 | Tul | City of Tulare | Cartmill Interchange | $36,050 | $7,000 | 1/29/14 | 6/3/14 | 100 | 6/7/16 | 6/7/16 | 100 | ● | 7/1/18 | 7/20/23 | | |
| 24 | 3 | Sac | Caltrans | West Elkhorn Auxiliary Lanes | $7,095 | $5,295 | 3/29/18 | 5/10/18 | 100 | 10/1/19 | 10/1/19 | | | 7/1/24 | | | |
| 25 | 10 | Mer | Caltrans | Livingston Widening Northbound | $45,950 | $8,716 | 10/17/18 | 6/26/19 | 0 | 4/30/21 | 4/30/21 | | | 4/7/25 | | | |
| 26 | 6 | Mad | Caltrans | Madera 99 Widening | $92,567 | $14,970 | 10/17/18 | 3/15/19 | 100 | 7/1/22 | 7/1/22 | | | 7/1/26 | | | |

● Final Delivery Report has been completed
◆ Final Delivery Report is past due
X Final Delivery Report is being reviewed

**Proposition 1B – Local Bridge Seismic Retrofit Program (LBSRP) Program Report**
**Progress Report: January 1, 2019 to March 31, 2019**

## LBSRP Program at a Glance

- Pre-strategy completed: 375 bridges
- Construction completed: 314 bridges
- Bridges in construction: 14
- Bridges in post-strategy design: 47

### Active Projects

There are 61 active projects.

The ten longest delivery schedules as reported by the local agencies. See page 2.

There are 16 bridges with signed Performance Delivery Agreements (PDA). See page 3.

### Unallocated Projects

47 projects in pre-construction.

### Programming and Allocation Federal Fiscal Year (FFY) 2019

There are 9 bridges that are programmed for delivery in FFY 2019. These projects are scheduled for delivery in FFY 2019 and local agencies will not be allowed to change their schedules. See page 4.

No programmed projects that had Advanced Sub-allocation in FFY 2019. See page 5.

Three projects completed major project delivery milestones in construction and will complete Final Delivery Reports. See page 5.

Bond funds committed and expended table.
See page 5.

## Local Bridge Seismic Retrofit Program

## (LBSRP)

**Program Objectives:** The Highway Safety, Traffic Reduction, Air Quality and Port Security Bond Act of 2006 (Prop 1B) provides $125 million of state matching funds to complete LBSRP. These funds are allocated to provide the 11.47 percent required local match for right of way and construction phases of the remaining seismic retrofit work on local bridges and includes $2.5 million set aside for bond administrative costs. An additional $32.9 million of state funds has been identified to cover the non-federal match. These funds are available through an exchange of local funds received from the federal Highway Bridge Program (HBP). These funds are available to accommodate the current $8.2 million shortfall in required local match. The Department has exchanged $24.3 million of the local share of funds received through the federal HBP for state funds to accommodate local non-federal match needs for (BART) and other bridges. To date, $21.64 million of State match funds and $64.1 million of seismic bond funds have been sub-allocated to local agency bridges for a total of $85.74 million.

## Ten Longest Delivery Schedules Reported by Local Agencies

| District | Local Agency | Bridge Number | Project Description | Estimated Bond Value | Est Con Begin Date | Design phase % as of 12/31/18 | Design Phase % as of 3/31/19 |
|---|---|---|---|---|---|---|---|
| 04 | Concord | 28C0442 | Marsh Drive | $506,928 | 1/4/21 | 25 | 25 |
| 04 | Orinda | 28C0331 | Miner Road | $141,091 | 1/29/21 | 10 | 10 |
| 08 | Grand Terrace | 54C0379 | Barton Road | $52,188 | 7/1/21 | 0 | 0 |
| 08 | Barstow | 54C0583 | Yucca Street | $50,000 | 7/5/21 | 0 | 0 |
| 11 | Imperial County | 58C0014 | Forrester Road | $725,569 | 8/21/21 | 0 | 0 |
| 08 | Barstow | 54C0089 | North 1st Avenue | $82,010 | 9/1/21 | 0 | 0 |
| 04 | Sonoma County | 20C0155 | Wohler Road | $1,591,563 | 10/1/21 | 98 | 98 |
| 04 | Sonoma County | 20C0017 | Watmaugh Road | $573,500 | 10/29/21 | 88 | 88 |
| 04 | Sonoma County | 20C0018 | Bohemian Highway | $1,912,508 | 10/2/23 | 18 | 18 |
| 11 | Oceanside | 57C0010 | Douglas Boulevard | $2,090,866 | 11/12/24 | 0 | 0 |

## Bridges with signed PDA

| District | County | Agency | Bridge ID | Project Title | Scope | Forecasted Design End Date | Forecasted Con Begin Date | Forecasted Con End Date |
|---|---|---|---|---|---|---|---|---|
| 08 | SBD | Colton | 54C0101 | Mount Vernon Avenue | Retrofit | 12/31/19 | 1/1/20 | 12/31/22 |
| 08 | RIV | Lake Elsinore | 56C0309 | Auto Center Drive | Retrofit | 6/30/20 | 6/1/20 | 11/30/21 |
| 07 | LA | Los Angeles County | 53C1403 | The Old Road | Retrofit | 4/30/20 | 6/30/20 | 9/30/22 |
| 04 | CC | Orinda | 28C0331 | Bear Creek Road | Retrofit | 10/1/19 | 8/1/20 | 12/1/21 |
| 08 | RIV | Riverside County | 56C0071 | Mission Boulevard//Buena Vista | Replace | 7/15/20 | 9/15/20 | 7/15/23 |
| 04 | ALA | Oakland | 33C0215 | Leimert Boulevard | Retrofit | 8/1/20 | 12/1/20 | 8/1/22 |
| 10 | STA | Stanislaus County | 39C0001 | River Road | Retrofit | 11/1/20 | 1/1/21 | 10/1/22 |
| 04 | CC | Orinda | 28C0330 | Miner Road | Retrofit | 10/1/20 | 1/29/21 | 6/1/22 |
| 04 | CC | Contra Costa County | 28C0442 | Marsh Drive | Replace | 12/1/20 | 2/1/21 | 7/1/24 |
| 08 | SBD | Barstow | 54C0583 | Yucca Street | Retrofit | 11/30/20 | 3/1/21 | 3/1/22 |
| 04 | SON | Sonoma County | 20C0017 | Watmaugh Road | Replace | 2/1/21 | 4/1/21 | 10/1/22 |
| 01 | HUM | Humboldt County | 04C0055 | Mattole Road (Honeydew) | Replace | 1/1/21 | 5/1/22 | 10/1/23 |
| 08 | SBD | Barstow | 54C0089 | North 1st Avenue | Replace | 2/1/22 | 7/1/22 | 7/1/24 |
| 08 | SBD | Colton | 54C0100 | Mount Vernon Avenue | Retrofit | 6/30/22 | 7/1/22 | 6/30/24 |
| 04 | SON | Sonoma County | 20C0018 | Bohemian Highway | Replace | 10/1/23 | 12/1/23 | 10/1/23 |
| 11 | SD | Oceanside | 57C0010 | Douglas Drive | Retrofit | 7/1/24 | 7/21/24 | 8/19/26 |

## Bridges Programmed in FFY 2019

| District | Agency | Bridge Number | Description | Phase | Bond Amount Programmed | Bond Funds Sub-Allocated as of 3/31/119 | State Fund |
|---|---|---|---|---|---|---|---|
| 04 | San Francisco County Transportation Authority | YBI | On east side of Yerba Buena Island, Reconstruct ramps on and off of I-80 | Construction (AC Conversion) | $980,000 | | |
| 04 | Sonoma County | 20C0262 | Boyes Boulevard | Construction | $67,673 | | |
| 07 | Los Angeles County | 53C0084 | Slauson Avenue | Construction | $128,805 | | |
| 07 | Los Angeles | 53C1880 | Sixth Street, over Los Angeles River (AC Conversion) | Construction | $5,972,637 | | |
| 08 | Barstow | 54C0088 | North 1st Avenue | Construction | $350,000 | | |
| 08 | Indio | 56C0084 | Jackson Street | Construction | $277,777 | | |
| 10 | Stanislaus County | 38C0010 | Crows Landing | Construction | $573,500 | | |
| 10 | Stanislaus County | 38C0004 | Hickman Road | Construction | $582,103 | | |
| 11 | Imperial County | 58C0094 | Winterhaven Drive | Construction | $15,278 | | |
| | | | **Total** | | **$8,947,773** | | |

**Major Milestones**

| Local Agency | Br. No. | Project | Milestone |
|---|---|---|---|
| San Francisco County Transportation Authority | 34U0003 | Ramps on East side of Yerba Buena Island | Move to Complete |
| Santa Barbara County | 51C0001 | Floradale Avenue | Move to Complete |
| Los Angeles | 53C0859 | North Spring Street | Move to Complete |

**Allocation Summary**

| | Funds allocated for FY 2018-19 | Sub-allocation as of 3/31/2019 | | | | Remaining Allocation for FFY 2018 |
|---|---|---|---|---|---|---|
| | | Projects programmed in FFY 2019 | | Projects advanced to FFY 2019 | | |
| | | Number of Projects | Amount | Number of projects | Amount | |
| Bond | $8,947,773 | | | | | $8,947,773 |
| State | $2,645,341* | | | | | $2,645,341 |
| **Total** | **$11,593,114** | | | | | **$11,593,114** |

*Remaining state allocation carried over from FY 2008-09

**Proposition 1B - State and Local Partnership Program Report**
**Progress Report: January 1, 2019 to March 31, 2019**

## SLPP Program at a Glance

Number of SLPP projects Programmed: 257 with $980 million SLPP funds.

Number of Projects Completed Construction: 246 with $800 million SLPP funds.

The SLPP Formula Program:
There were five cycles of SLPP Formula programming, resulting in a total of 185 projects programmed and allocations totaling $930 million in SLPP funds.

The SLPP Competitive Program:
There were five cycles of SLPP Competitive programming, resulting in a total of 72 projects programmed and allocations totaling $50 million in SLPP funds.

### Active Projects

There are 11 active projects. See page 3.

### Unallocated Projects

None

### Changes from Last Report

Two projects completed Final Delivery Reports and are now fully closed out.

### Corrective Action Plans

There are no projects with Corrective Actions this quarter.

## State and Local Partnership Program (SLPP)

**Program Objectives:** The SLPP was set at $200 million each year for five years, for a total of $1 billion. It is split into two sub-programs, a "formula" based program and a "competitive" based program. The formula program matches local sales tax, property tax and/or bridge tolls and is 95 percent of the total SLPP. The competitive program matches local uniform developer fees and represents five percent of the SLPP. No single SLPP competitive grant could exceed $1 million. Any SLPP funds that were not programmed in either the "formula" or "competitive" programs in a given fiscal year remained available for future programming in the remaining cycles of the SLPP. The final year for allocations of SLPP projects was fiscal year 12-13. Based on guidelines and legislation, the remaining funds after final expenditures are no longer available for programming. Baseline Agreements are not required for SLPP projects.

## SLPP Formula Project Status:

| | |
|---|---|
| Total number of SLPP Formula Projects Programmed | 185 |
| • Total amount of SLPP Formula Funds Programmed | $930 million |
| Projects Currently in Construction | 10 |
| • Amount of SLPP Formula Funds | $162 million |
| Projects in Final Closeout | 11 |
| • Amount of SLPP Formula Funds | $193 million |
| Number of Delinquent Final Delivery Reports (See Corrective Actions below if required) | |
| Projects Completed and Closed | 164 |
| • Amount of SLPP Formula Funds | 559 million |
| Total Project Cost of Completed Projects | $5.3 billion |

## SLPP Competitive Project Status:

| | |
|---|---|
| Total number of SLPP Competitive Projects Programmed | 72 |
| • Total amount of SLPP Competitive Funds Programmed | $50 million |
| Projects Currently in Construction | 1 |
| • Amount of SLPP Competitive Funds | $1 million |
| Projects in Final Closeout | 1 |
| • Amount of SLPP Competitive Funds | $1 million |
| Number of Delinquent Final Delivery Reports (See Corrective Actions below if required) | 0 |
| Projects Completed and Closed | 70 |
| • Amount of SLPP Competitive Funds | $47.3 million |
| Total Project Cost of Completed Projects | $483 million |

## Active Projects - Status and Detail: Scope Budget and Schedule

| DISTRICT | COUNTY | AGENCY | PROJECT ID | PROJECT NAME/ (SLPP Cycle) Formula or Competitive | TOTAL PROJECT COST X $1,000 | TOTAL CONST COST X $1,000 | TOTAL SLPP FUNDS X $1,000 | APPROVED BEGIN CONST/ AWARD DATE | DATE OF ALLOCATION | CONSTRUCTION % COMPLETE | DATE CONSTRUCTION COMPLETED | SCOPE | BUDGET | SCHEDULE |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 3 | ED | El Dorado Cnty | 7526 | Silva Valley Parkway / US 50 IC (4)C | $52,323 | $38,200 | $1,000 | Sep-13 | Jan-13 | 75% | | ● | ● | ● |
| 4 | CC | CCTA | | SR4 East Widening Segment 3B (5)F | $88,161 | $76,740 | $5,868 | Oct-12 | Aug-12 | 99% | | ● | ● | ● |
| 4 | SF | Caltrans | 7698 | Doyle Drive (5)F P3 project | $849,169 | $605,799 | $19,366 | Jan-11 | Jun-13 | 98% | | ● | ● | ● |
| 4 | SM | PCJPB | 7514 | Positive Train Control (4,5)F | $227,691 | $203,700 | $6,300 | Oct-11 | Oct-11 Mar-13 | 80% | | ● | ● | ● |
| 4 | Vari | PCJPB | 7671 | Signal System Rehab (5)F | $2,600 | $2,600 | $233 | Mar-13 | Mar-13 | 96% | | ● | ● | ● |
| 4 | SCL | Santa Clara Vly Trans Auth | 7534 | BART – Vehicle Procurement (4,5)F | $213,112 | $213,112 | $34,865 | Jun-12 | May-13 May-13 | 11% | | ● | ● | ● |
| 7 | LA | LACMTA | 7695 | Crenshaw LAX Transit Corridor (5)F | $1,762,725 | $1,571,975 | $49,529 | Jul-13 | May-13 | 81% | | ● | ● | ● |
| 7 | LA | SCRRA | 7495 | Positive Train Control (3,4)F | $231,112 | $209,282 | $20,000 | Jan-11 | Jan-11 Aug-11 | 99% | | ● | ● | ● |
| 7 | LA | Caltrans | | I-5 HOV Empire Ave I/C (4)F | $341,859 | $195,787 | $13,061 | Oct-12 | May-12 | 71% | | ● | ● | ● |
| 11 | SD | SANDAG | 7559 | Blue Line Traction and Power Substation (5)F | $19,019 | $16,587 | $4,658 | Sep-12 | Aug-12 | 99% | | ● | ● | ● |
| 11 | SD | Caltrans | 7699 | I-5 Genessee Avenue Interchange (5)F | $83,944 | $64,857 | $8,000 | Dec-14 | May-13 | 99% | | ● | ● | ● |
| **Totals** | | | | | **$3.8B** | **$3.2B** | **$162.9M** | | | | | | | |

● Project is on time, on budget, or within scope.
◆ Schedule, scope and/or budget is unavailable or needs further action. See Corrective Actions.
▶ Project Closeout is delayed by 6 months or longer.

## Formula Projects – FINAL DELIVERY REPORT IS DUE

| DIST | COUNTY | AGENCY | PROJECT ID | PROJECT NAME/ (SLPP Cycle) Formula or Competitive | TOTAL PROJECT COST X $1,000 | TOTAL CONST COST X $1,000 | TOTAL SLPP FUNDS X $1,000 | APPROVED BEGIN CONST/ AWARD DATE | DATE OF ALLOCATION | CONST % COMPLETE | DATE CONST COMPLETED | SCOPE | BUDGET | SCHEDULE |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 4 | Vari | Bay Area Rapid Transit | 7489 | BART - Warm Springs Extension (1,2,3,4,5)F | $890,000 | $746,904 | $99,180 | Jun-11 | Jan-10<br>Jan-10<br>Jan-11<br>Oct-11<br>Sep-12 | 100% | Dec-18 | ● | ● | ☒ |
| 4 | CC | Caltrans | | SR 4 East Somersville to 160 Segment 2 (1,3)F | $83,967 | $48,717 | $9,984 | Oct-11 | Oct-11<br>Oct-11 | 100% | Feb-16 | ● | ● | ☒ |
| 4 | CC | Caltrans | | SR 4 East Somersville to 160 Segment 3 (2,4)F | $92,407 | $59,775 | $8,534 | Apr-12 | Jan-12<br>Jan-12 | 100% | Jun-17 | ● | ● | ☒ |
| 4 | SON | Caltrans | | 101-Petaluma River Bridge (4)F | $127,347 | $77,000 | $1,865 | Oct-12 | May-12 | 100% | Jun-17 | ● | ● | ☒ |
| 4 | MRN | Sonoma Marin Rail Trans Dist | 7530 | Sonoma-Marin Area Rail Transit (4,5)F | $397,060 | $294,970 | $8,322 | Dec-11 | Dec-11<br>Aug-12 | 100% | Jun-17 | ● | ● | ☒ |
| 4 | SCR | Santa Cruz Metro Transit Dist | 7557 | Metro Base Consolidated Facility (5)F | $74,824 | $63,376 | $5,812 | Dec-12 | Aug-12 | 100% | Dec-16 | ● | ● | ☒ |
| 4 | SBD | SANBAG | 7538 | I-15/Ranchero Rd Interchange (4)F | $57,622 | $44,221 | $4,550 | Nov-12 | May-12 | 100% | Dec-15 | ● | ● | ☒ |
| 6 | SBD | City of Ontario | 7688 | South Miliken Avenue RR Grade Sep (5)F | $82,016 | $71,300 | $7,210 | Dec-13 | Jun-13 | 100% | Nov-17 | ● | ● | ☒ |
| 7 | SBD | City of Ontario | 7691 | Vineyard Ave RR Grade Sep (5)F | $55,195 | $50,800 | $19,490 | Dec-13 | Jun-13 | 100% | Sep-16 | ● | ● | ☒ |
| 7 | RIV | City of Corona | 7546 | Foothill Parkway Westerly Extension (5)F | $23,500 | $23,500 | $7,000 | Dec-13 | Mar-13 | 100% | Apr-17 | ● | ● | ☒ |
| 8 | SBD | City of Rancho Cucamonga | 7635 | I-15 Baseline Rd Interchange Improvements (5)C | $50,883 | $37,983 | $1,000 | Apr-14 | Jun-13 | 100% | Sep-18 | ● | ● | ● |
| 12 | ORA | Caltrans | 7700 | I-5 HOV Pac Coast Hwy-San Juan Clark (5)F | $63,093 | $49,272 | $20,789 | Dec-13 | Jun-13 | 100% | Mar-19 | ● | ● | ● |
| **Totals** | | | | | **$2B** | **$1.6B** | **$193.7M** | | | | | | | |

● Project is on time, on budget, or within scope.
◆ Schedule, scope and/or budget is unavailable or needs further action. See Corrective Actions.
▶ Project Closeout is delayed by 6 months or longer.
X Closeout documents have been received and are being reviewed.

**Proposition 1B – Traffic Light Synchronization Program Report**
**Progress Report: January 1, 2019 to March 31, 2019**

## TLSP Program at a Glance

- The CTC has allocated a total of $227,131,662 to 81 projects and the program is fully allocated
- 80 of 81 projects have completed construction
- The City of Los Angeles has completed construction on 21 projects with a total allocation of $120,749,339
- Agencies other than the City of Los Angeles have completed construction on 58 projects with a total allocation of $76,135,418
- The total de-allocated savings for the City of Los Angeles: $14,722,161
- The total de-allocated savings for other agencies: $3,465,178

### Active Projects

- One project in Alameda County (See page 4)

### Unallocated Projects

- None

### Changes from Last Report

- Two Final Delivery Reports were submitted for completed projects in the City of Los Angeles
- one project completed construction in the City of Los Angeles

### Corrective Action Plans

- One project in City of Los Angeles (See page 2)
- Two projects in other agencies (See page 2)

## Traffic Light Synchronization Program (TLSP)

**Program Background:** The Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 (Proposition 1B) was passed by California voters on November 7, 2006 and created the Traffic Light Synchronization Program (TLSP). Proposition 1B provides $250 million, upon appropriation by the Legislature, for TLSP projects approved by the California Transportation Commission (CTC). The California Department of Transportation is required to provide quarterly reports to the CTC on the status of progress by the local agencies on completing TLSP work funded by the Proposition 1B bond funds. The guidelines for the TLSP were adopted on February 13, 2008. The CTC has approved 22 TLSP projects totaling $132,277,839 for the City of Los Angeles, and 59 additional TLSP projects totaling $94,853,823 for agencies other than the City of Los Angeles.

TLSP City of Los Angeles Corrective Actions:

- City of Los Angeles – ATCS – Los Angeles (Project ID 6763)
  The agency stated delays in construction were due to conflicts in the construction schedule between multiple projects. The project began construction in August 2017 and completed construction March 2019. The agency anticipates delivering the closeout report by June 2019.

TLSP Other Agencies Corrective Actions:

- City of Compton – Rosecrans Avenue (Project ID 6747)
  The project completed construction June 2016. The agency stated delays in construction were due to conflicts in construction schedules between multiple projects. The agency has retained the services of a consultant to address comments on the past due closeout report and anticipates delivering the updated closeout report in August 2019.

- Alameda County Congestion Management Agency – San Pablo Corridor (Project ID 6744)
  This project is utilizing multiple funding sources, including both TLSP and Corridor Mobility Improvement Account (CMIA) funds. The agency received CTC approval to split the project into 2 projects and 5 segments. The agency stated delays were due to conflicts in construction schedules between multiple projects, and the expenditure of funds from multiple funding sources. The project is behind schedule by 54 months from the currently approved schedule, and the agency is waiting to closeout the entire project once all segments are complete and funding sources have been expended. The agency anticipates completing construction in December 2019.

TLSP City of Los Angeles Project Status:

| | |
|---|---|
| Total number of TLSP Projects Allocated | 22 |
| • Total amount of TLSP Projects Allocated | $132,277,839 |
| Projects Currently in Construction | 0 |
| • Amount of TLSP Allocation | n/a |
| Projects in Final Closeout | 1 |
| • Amount of TLSP Allocation | $11,528,500 |
| Number of Delinquent Final Delivery Reports (See Corrective Actions below) | 0 |
| Projects Completed and Closed | 21 |
| • Amount of TLSP Allocation | $120,749,339 |
| Total Construction Cost of Completed Projects | $130,412,897 |

TLSP Other Agencies Project Status:

| | |
|---|---|
| Total number of TLSP Projects Allocated | 59 |
| • Total amount of TLSP Projects Allocated | $94,853,823 |
| Projects Currently in Construction | 1 |
| • Amount of TLSP Allocation | $18,718,405 |
| Projects in Final Closeout | 0 |
| • Amount of TLSP allocation | n/a |
| Number of Delinquent Final Delivery Reports (See Corrective Actions below) | 1 |
| Projects Completed and Closed | 58 |
| • Amount of TLSP Allocation | $76,135,418 |
| Total Construction Cost of Completed Projects | $120,638,010 |

## Active Project - Status and Detail: Scope Budget and Schedule

| DIST | COUNTY | AGENCY | PROJECT ID | PROJECT NAME | TOTAL CONST COST X $1,000 | TLSP ALLOCATION X $1,000 | CURRENT TLSP EXPENDITURE X $1,000 | APPROVED BEGIN CONST/ AWARD DATE | DATE OF ALLOCATION | CONST % COMPLETE | DATE CONST COMPLETED | SCOPE | BUDGET | SCHEDULE |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 4 | Ala | Alameda CMA** | 6744 | San Pablo Corridor | $22,718 | $18,718 | $18,714 | Jan-11 | Jan-11 | 99% | | ● | ● | ◆ |
| **Totals** | | | | | **$22,718** | **$18,718** | **$18,714** | | | | | | | |

**Represents projects that are segmented or phased, and/or have multiple funding sources.
● Project is on time, on budget, or within scope.
◆ Schedule, scope and/or budget is unavailable or needs further action. See Corrective Actions.
▶ Project Closeout is delayed by 6 months or longer.

## Completed Projects – FINAL DELIVERY REPORT IS DUE

| DIST | COUNTY | AGENCY | PROJECT ID | PROJECT NAME | TOTAL CONST COST X $1,000 | TLSP ALLOCATION X $1,000 | FINAL TLSP EXPENDITURE X $1,000 | APPROVED BEGIN CONST/ AWARD DATE | DATE OF ALLOCATION | CONST % COMPLETE | DATE CONSTR COMPLETED | SCOPE | BUDGET | SCHEDULE |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 7 | LA | Los Angeles | 6763 | ATCS-Los Angeles | $8,679 | $11,528 | $8,679 | Nov-14 | Oct-16 | 100% | Mar-19 | ● | ● | ◆ |
| 7 | LA | Compton | 6747 | Rosecrans Avenue | $944,176 | $682,734 | $682,734 | Feb-11 | Apr-10 | 100% | Jun-16 | ● | ● | ◆ |
| **Totals** | | | | | **$952,855** | **$694,262** | **$691,413** | | | | | | | |

● Project is on time, on budget, or within scope.
◆ Schedule, scope and/or budget is unavailable or needs further action. See Corrective Actions.
▶ Project Closeout is delayed by 6 months or longer.
X Closeout documents have been received and are being reviewed.

**Proposition 1B – Highway Railroad Crossing Safety Account (HRCSA)**
**Progress Report: January 1, 2019 to March 31, 2019**

## HRCSA Program at a Glance

Number of HRCSA projects Programmed: 38 with $250 million HRCSA funds

Number of Completed Projects: 36

### Active Projects

- Fullerton Road Grade Separation
- Durfee Avenue Grade Separation

### Unallocated Projects

- None

### Changes from Last Report

- Project 18 – Riverside Drive GS Replacement – final expenditures submitted
- Project 26 – North Spring Street GS – final expenditures submitted

### Corrective Action Plans

De-allocating funds from four projects that had savings in the amount of $425,000 at the May CTC Meeting.

- Project 26 – North Spring Street
- Project 34 – Officer Bradley A. Moody/Marina Bay
- Project 37 – San Mateo Bridges
- Project 38 – Moorpark Avenue

## Highway Railroad Crossing Safety Account (HRCSA)

**Program Objectives:** This report is for the Highway Railroad Crossing Safety Account (HRCSA) for the third quarter of the 2018-19 fiscal year. This report includes the status of the HRCSA 2008, 2010, 2012, 2014, and 2016 program.

Current estimated savings available is approximately $2.8 million. In the future, savings will be used for future projects.

Proposition 1B authorized $250 million for HRCSA in two parts, $150 million for projects on the Public Utilities Commission (PUC) priority list and $100 million for high-priority railroad crossing improvements, including grade separation projects. The Guidelines for HRCSA were adopted on March 12, 2008.

HRCSA Project Status:

| | |
|---|---|
| Total number of HRCSA Formula Projects Programmed | 38 |
| • Total amount of HRCSA Funds Programmed | $250 million |
| Projects Currently in Construction | 2 |
| • Amount of HRCSA Funds | $21 million |
| Projects in Final Closeout | 0 |
| • Amount of HRCSA Funds | $0 |
| Number of Delinquent Final Delivery Reports (See Corrective Actions below if required) | 0 |
| Projects Completed and Closed | 36 |
| • Amount of HRCSA Funds | $221 million |

*Table 1:Active Projects*

| DISTRICT | COUNTY | AGENCY | PROJECT ID | PROJECT NAME/ (SLPP Cycle) | TOTAL PROJECT COST X $1,000 | TOTAL HRCSA FUNDS | BEGIN CONST | DATE OF ALLOCATION | CONSTRUCTION % COMPLETE | DATE CONSTRUCTION COMPLETED | SCOPE | BUDGET | SCHEDULE |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 7 | LA | ACE | 1 | Fullerton Road GS | $153,184 | $18,306 | Jul-16 | 12/9/2015 | **35%** | N/A | ● | ● | ● |
| 7 | LA | ACE/ SGVCOG | 2 | Durfee Avenue GS | $91,142 | $2,706 | Dec-18 | 6/27/2018 | 0% | N/A | ● | ● | ● |
| **Totals** | | | | | **$244,326** | **$21,012** | | | | | | | |

● Project is on time, on budget, or within scope.
◆ Schedule, scope and/or budget is unavailable or needs further action. See Corrective Actions.
▶ Project Closeout is delayed by 6 months or longer.

*Table 2: Projects Completed: Operational/Final Report Submitted*

| DISTRICT | COUNTY | AGENCY | PROJECT ID | PROJECT NAME/ (SLPP Cycle) | TOTAL PROJECT COST X $1,000 | TOTAL HRCSA FUNDS X $1,000 | BEGIN CONST DATE | DATE OF ALLOCATION | DATE CONSTRUCTION COMPLETED | SCOPE | BUDGET | SCHEDULE |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 3 | SAC | City of Sacramento | 11 | 6th Street Overcrossing - Bridge | $9,361 | $4,837 | 2/2010 | 12/9/09 | 6/2013 | ● | ● | ● |
| 4 | SF | PCJPB | 5 | Jerrold Avenue & Quint Street Bridges GS | $10,749 | $2,668 | 11/2010 | 5/13/10 | 5/2013 | ● | ● | ● |
| 4 | SM | PCJPB | 4 | San Mateo Bridges GS | $10,774 | $955 | 11/2010 | 5/19/10 | 5/2013 | ● | ● | ● |
| 4 | SM | PCJPB | 8 | San Bruno GS | $160,169 | $26,727 | 9/2010 | 6/30/10 | 7/2014 | ● | ● | ● |
| 6 | TUL | City of Tulare | 12 | Cartmill Avenue GS | $21,969 | $10,051 | 12/2010 | 6/30/10 | 9/2012 | ● | ● | ● |
| 6 | KER | County of Kern | 7 | Hageman Road/BNSF Railroad | $35,997 | $13,759 | 10/2010 | 6/30/10 | 4/2013 | ● | ● | ● |
| 6 | TUL | County of Tulare | 13 | Betty Drive GS | $14,070 | $4,885 | 11/2010 | 6/30/10 | 6/2013 | ● | ● | ● |
| 6 | KER | County of Kern | 3 | BNSF GS 7th Standard Road/Santa Fe Way | $18,924 | $7,044 | 2/2010 | 1/13/10 | 6/2013 | ● | ● | ● |
| 7 | LA | City of Los Angeles | 18 | Riverside Drive GS Replacement | $60,964 | $5,000 | 6/20/11 | 6/30/10 | 10/2017 | ● | ● | ● |
| 10 | MER | City of Merced | 6 | G Street Undercrossing | $18,162 | $7,413 | 11/2010 | 1/13/10 | 6/2012 | ● | ● | ● |
| 10 | SJ | Port of Stockton | 14 | Port of Stockton Expressway | $8,424 | $1,537 | 11/2010 | 6/30/10 | 11/2012 | ● | ● | ● |

| DISTRICT | COUNTY | AGENCY | PROJECT ID | PROJECT NAME/ (SLPP Cycle) | TOTAL PROJECT COST X $1,000 | TOTAL HRCSA FUNDS X $1,000 | BEGIN CONST DATE | DATE OF ALLOCATION | DATE CONSTRUCTION COMPLETED | SCOPE | BUDGET | SCHEDULE |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 10 | SJ | City of Stockton | 9 | Lower Sacramento Road | $23,619 | $6,484 | 7/2010 | 4/7/10 | 9/2014 | ● | ● | ● |
| 10 | SJ | City of Stockton | 16 | Eight Mile Road/UPRR (West) GS | $22,751 | $7,424 | 7/2010 | 4/07/10 | 9/2014 | ● | ● | ● |
| 10 | SJ | City of Stockton | 15 | Eight Mile Road/UPRR (East) GS | $22,023 | $5,280 | 7/2010 | 4/07/10 | 9/2014 | ● | ● | ● |
| 11 | SD | City of San Diego | 10 | Park Blvd. at Harbor Drive/Pedestrian Bridge | $27,000 | $6,000 | 6/2008 | 12/10/08 | 10/2011 | ● | ● | ● |
| 12 | ORA | OCTA | 17 | Sand Canyon GS | $55,590 | $6,618 | 9/2011 | 6/30/10 | 1/2016 | ● | ● | ● |
| 3 | SAC | City of Sacramento | 20 | 6th Street, Overcrossing Roadway | $15,730 | $7,151 | 2/2012 | 6/27/12 | 6/2015 | ● | ● | ● |
| 4 | ALA | City of Fremont | 21 | Kato Road GS | $52,265 | $9,124 | 9/2011 | 8/10/11 | 5/2015 | ● | ● | ● |
| 4 | ALA | City of Fremont | 25 | Warren Avenue GS | $60,558 | $7,812 | 6/2012 | 3/28/12 | 1/2017 | ● | ● | ● |
| 6 | TUL | City of Tulare | 23 | Bardsley Avenue GS | $18,498 | $7,027 | 2/2013 | 5/23/12 | 3/2015 | ● | ● | ● |
| 7 | LA | SCRRA | 22 | Broadway-Brazil Street Grade Crossing | $9,100 | $233 | 3/2012 | 2/22/12 | 12/2013 | ● | ● | ● |
| 7 | LA | ACE | 24 | Nogales Street GS | $117,742 | $25,600 | 2/2012 | 4/25/12 | 10/2017 | ● | ● | ● |
| 7 | LA | City of Los Angeles | 26 | North Spring Street GS | $50,615 | $5,001 | 5/2013 | 5/23/12 | 8/2018 | ● | ● | ● |
| 12 | ORA | OCTA | 19 | San Clemente Beach Trail Crossing | $4,500 | $2,170 | 5/2013 | 6/27/12 | 6/2015 | ● | ● | ● |

| DISTRICT | COUNTY | AGENCY | PROJECT ID | PROJECT NAME/ (SLPP Cycle) | TOTAL PROJECT COST X $1,000 | TOTAL HRCSA FUNDS X $1,000 | BEGIN CONST DATE | DATE OF ALLOCATION | DATE CONSTRUCTION COMPLETED | SCOPE | BUDGET | SCHEDULE |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 3 | SAC | City of Elk Grove | 31 | Grant Line Road GS Project | $24,040 | $3,155 | 12/2013 | 5/3/13 | 4/2016 | ● | ● | ● |
| 4 | SM | PCJPB | 37 | San Mateo Bridges GS Project, Phase II | $41,223 | $9,000 | 5/2014 | 5/21/14 | 9/2016 | ● | ● | ● |
| 4 | CC | City of Richmond | 34 | Officer Bradley A. Moody/Marina Bay | $41,426 | $4,230 | 2/2013 | 5/5/13 | 7/2017 | ● | ● | ● |
| 6 | TUL | City of Tulare | 35 | Santa Fe Trail at UPRR GS | $7,131 | $3,931 | 2/2014 | 6/25/14 | 7/2016 | ● | ● | ● |
| 7 | LA | SCRRA | 28 | Grandview Avenue Grade Crossing Safety | $2,630 | $580 | 3/2013 | 5/7/13 | 10/2014 | ● | ● | ● |
| 7 | LA | SCRRA | 29 | Sonora Avenue Grade Crossing Safety | $2,630 | $580 | 9/2012 | 5/7/13 | 10/2014 | ● | ● | ● |
| 7 | LA | SCRRA | 30 | Woodley Avenue Grade Crossing Safety | $1,000 | $438 | 5/2013 | 12/10/16 | 5/2015 | ● | ● | ● |
| 7 | LA | SCRRA | 36 | Branford Road Grade Crossing Safety | $2,526 | $1,220 | 3/2013 | 12/11/13 | 11/2016 | ● | ● | ● |
| 7 | LA | SCRRA | 38 | Moorpark Avenue GS Safety | $5,041 | $4,841 | 12/2014 | 6/25/14 | 3/2017 | ● | ● | ● |
| 10 | SJ | City of Lathrop | 32 | Lathrop Road GS with UPRR | $16,855 | $5,000 | 6/2013 | 5/7/13 | 4/2016 | ● | ● | ● |
| 10 | SJ | Port of Stockton | 33.1 | Navy Drive/BNSF Underpass (1 of 2) | $6,530 | $3,173 | 12/2014 | 6/25/14 | 7/2016 | ● | ● | ● |
| 10 | SJ | Port of Stockton | 33.2 | Navy Drive/BNSF Underpass (2 of 2) | $2,567 | $2,567 | 12/2014 | 6/25/14 | 7/2016 | ● | ● | ● |
| 12 | ORA | OCTA | 27 | Dana Point & San Clemente Crossing | $4,075 | $2,100 | 2/2011 | 1/9/11 | 1/2014 | ● | ● | ● |
| **Totals** | | | | | **$1,004,661** | **$221,615** | | | | | | |

● Project is on time, on budget, or within scope.
◆ Schedule, scope and/or budget is unavailable or needs further action. See Corrective Actions.
▶ Project Closeout is delayed by 6 months or longer.

**Proposition 1B – Intercity Rail Improvement (IRI) Program**
**Progress Report: January 1, 2019 to March 31, 2019**

## IRI Program at a Glance

This report is for the third quarter of Fiscal Year (FY) 2018-19 for the Proposition 1B Intercity Rail Improvement Program (IRI), which consists of 30 projects. To date California Transportation Commission (CTC) has allocated a total of $340,520,905 in funding to 27 projects; 10 projects totaling $185,043,000 are currently in construction, 17 projects totaling $155,477,905 are completed. An unprogrammed total amount of $1,748,095 in savings, $8,000,000 for administration, and three projects totaling $49,731,000 remain unallocated.

### Active Projects

- 10 Projects (See attached)

### Unallocated Projects

- 3 Projects (See attached)

### Changes from Last Report

- Changes are bolded in the attachments

### Corrective Action Plans

- 4.1 – Raymer to Bernson Double Track
- 5.2 – Van Nuys North Platform
- 8 – Wayside Power and Storage
- 21.1 – Sacramento to Roseville

## Intercity Rail Improvement (IRI) Program

**Program Objectives:**
Proposition 1B was passed by California voters on November 7, 2006, and provides $400 million, upon appropriation by the Legislature, to the Department of Transportation (Department) for intercity passenger rail improvement projects. A minimum of $125 million is designated for procurement of additional intercity passenger railcars and locomotives. This $400 million program is part of the $4 billion Proposition 1B Public Transportation Modernization, Improvement, and Service Enhancement Account (PTMISEA). This Account is to be used to fund public transportation projects. Pursuant to paragraph (2) of subdivision (f) of section 8879.23 of the Government Code, the Department is the administrative agency for PTMISEA.

The Commission approved the guidelines for intercity passenger rail projects in the PTMISEA. At its February 2008 meeting, the Commission approved the list of Proposition 1B intercity rail projects to be funded in the IRI.

## IRI Project Status:

| | |
|---|---|
| Total number of IRI Projects Programmed | 30 |
| • Total amount of IRI Funds Programmed | $390.2 million |
| Projects yet to be Allocated (Unallocated) | 3 |
| • Amount of IRI Funds | $49.7 million |
| Projects Currently in Construction | 10 |
| • Amount of IRI Funds | $185 million |
| Projects Completed and Closed | 17 |
| • Amount of IRI Funds | $155.5 million |

## Table 1: Unallocated Projects

| PROJECT ID | Corridor | PROJECT NAME | AGENCY | TOTAL IRI FUNDS X $1,000 | PHASE | DATE OF ALLOCATION | END CONSTRUCTION PHASE | END CLOSEOUT PHASE | SCOPE | BUDGET | SCHEDULE |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 4.2 | PS | Raymer to Bernson Double Track | LACMTA | $12,980 | CON | 9/1/2020 | 2/29/2024 | 12/31/2024 | ● | ▶ | ● |
| 9.2 | PS | Seacliff Siding | Caltrans, UPRR | $20,526 | CON | 10/1/2020 | 12/31/2023 | 9/1/2024 | ● | ● | ● |
| 21.2 | CC | Sacramento to Roseville 3rd Track | CCJPA | $16,225 | CON | 3/1/2021 | 9/1/2022 | 3/1/2023 | ● | ● | ▶ |
| **Totals** | | | | $49,731 | | | | | | | |

● Project is on time, on budget, or within scope.
◆ Schedule, scope and/or budget is unavailable or needs further action. See Corrective Actions.
▶ Project Closeout is delayed by 6 months or longer.

## Table 2: Allocated/Active/In-Construction projects.

| PROJECT ID | Corridor | PROJECT NAME | AGENCY | TOTAL IRI FUNDS X $1,000 | EXPENDITURES X $1,000 | PHASE | DATE OF ALLOCATION | END OF PHASE | END CLOSEOUT PHASE | SCOPE | BUDGET | SCHEDULE |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1.1 | CC, PS, SJ | Railcars | Caltrans | $28,808 | $0 | CON | Dec-11 | Dec-25 | | ● | ▶ | ● |
| 1.2 | CC, PS, SJ | Procurement of Locomotives | Caltrans | $2,208 | $384 | CON | Dec-11 | Mar-21 | | ● | ▶ | ● |
| 1.3 | CC, PS, SJ | Procurement of Option Locomotives | Caltrans | $113,984 | **$85,667** | CON | Dec-14 | Mar-21 | | ● | ▶ | ● |
| 5.2 | PS | 1 Van Nuys North Platform | SCRRA | **$31,117** | **$14,209** | CON | Jan-16 | Nov-19 | | ● | ● | ● |
| 8 | CC | 2 Wayside Power and Storage | CCJPA | $900 | **$797** | CON | May-16 | **Dec-19** | | ● | ● | ● |
| 9.1 | PS | 3 Seacliff Siding | Caltrans, UPRR | $1,000 | **$200** | PA&ED | Oct-16 | Dec-19 | | ● | ● | ● |
| 20 | PS | Left Hand Turnout Project | North County Transit District | $1,000 | $1,000 | CON | Mar-17 | Mar-19 | | ● | ● | ● |
| 21.1 | CC | 4 Sacramento to Roseville 3rd track phase 1 | CCJPA | $2,026 | **$152** | PS&E & ROW | Jun-17 | **Feb-21** | | ● | ● | ● |
| 22 | PS | Capitalized Maintenance Southern California Signal & Track Modernization Project | SCRRA | $2,000 | $0 | CON | Dec-18 | Dec-21 | | ● | ● | ● |
| 23 | PS | Passing Siding, Laguna Niguel – San Juan Capistrano | OCTA | $2,000 | $0 | CON | Dec-18 | Mar-21 | | ● | ● | ● |
| **Totals** | | | | **$185,043** | **$102,409** | | | | | | | |

## *Table 3: Completed/Closed Projects*

| PROJECT ID | Corridor | PROJECT NAME | AGENCY | TOTAL IRI FUNDS X $1,000 | EXPENDITURES X $1,000 | PHASE | DATE OF ALLOCATION | END OF PHASE | END CLOSEOUT PHASE | CLOSEOUT REPORT RECIEVED |
|---|---|---|---|---|---|---|---|---|---|---|
| 1.4 | CC, PS, SJ | On-Board Information System (OBIS) | Caltrans | $5,000,000 | $5,000,000 | CON | Dec-14 | Jun-17 | Jun-17 | ● |
| 2.1 | PS | San Onofre to Pulgas Double Track Phase 1 | SANDAG | $3,146,000 | $3,146,000 | PA&ED | Jan-10 | May-11 | Jun-17 | ● |
| 2.2 | PS | San Onofre to Pulgas Double Track Phase 2 | SANDAG | $972,000 | $972,000 | PS&E | Sep-15 | Feb-15 | Jun-17 | ● |
| 2.3 | PS | San Onofre to Pulgas Double Track Phase 1 | SANDAG | $25,284,000 | $25,284,000 | CON | Mar-13 | Jun-16 | Jun-17 | ● |
| 3 | SJ | Oakley-Port Chicago Double Track Segment 3 | Caltrans | $23,150,000 | $23,150,000 | CON | Oct-11 | Feb-17 | Aug-17 | ● |
| 4.1 | PS | Raymer to Bernson Double Track | LACMTA | **$6,080,563** | $6,080,563 | PS&E | Jan-14 | Jun-16 | Dec-16 | ● |
| 5.1 | PS | Van Nuys North Platform | SCRRA | **$3,801,342** | $3,801,342 | PS&E | Dec-13 | Feb-17 | Aug-17 | ● |
| 6 | CC | Capital Corridor Track, Bridge & Signal Upgrade | CCJPA | $1,305,000 | $1,305,000 | CON | May-14 | May-17 | Nov-17 | ● |
| 7 | PS | Ventura County Sealed Corridor Crossing Improvement | SCRRA | **$95,000** | **$95,000** | CON | Aug-14 | Mar-18 | Apr-17 | ● |
| 12 | PS | Commerce/Fullerton Triple Track | Caltrans | $31,992,000 | $31,992,000 | CON | Aug-08 | Jun-12 | May-13 | ● |
| 13 | PS | New Station Track at LA Union Station | Caltrans | $20,099,000 | $20,099,000 | CON | Apr-08 | Jun-15 | Dec-15 | ● |
| 14 | SJ | Kings Park Track and Signal Improvements | Caltrans | $3,500,000 | $3,500,000 | CON | Aug-08 | Jun-12 | Oct-12 | ● |
| 15 | CC, SJ | Wireless Network for Northern CA IPR Fleet | Caltrans | $2,927,000 | $2,927,000 | CON | Jan-11 | Jun-15 | Jun-15 | ● |
| 16 | PS | Santa Margarita Bridge and Double Track | Caltrans | $15,748,000 | $15,748,000 | CON | Apr-08 | May-14 | Dec-15 | ● |
| 17 | CC, SJ | Emeryville Station and Track Improvements | Caltrans | $6,151,000 | $6,151,000 | CON | May-08 | Jul-12 | Jul-12 | ● |
| 18 | CC | Bahia Benicia Crossover | Caltrans | $3,445,000 | $3,445,000 | CON | Apr-08 | Jul-12 | Mar-14 | ● |
| 19 | PS | SCRRA Sealed Corridor | Caltrans | $2,782,000 | $2,782,000 | CON | Apr-08 | Jul-12 | Mar-14 | ● |
| **Totals** | | | | **$155,477,905** | **$155,477,905** | | | | | |

**Proposition 1B – Trade Corridors Improvement Fund (TCIF) Program Report**
**Progress Report: January 1, 2019 to March 31, 2019**

## TCIF Program at a Glance

Number of TCIF projects programmed: 104 with $2.5 billion TCIF funds.

Number of Projects Completed Construction: 95 with $1.4 billion TCIF funds.

### Active Projects

There are 33 active projects.

### Unallocated Projects

There are three unallocated projects.

### Changes from Last Report

One project came in for an allocation.

One project completed Final Delivery Report and is now fully closed out.

### Corrective Action Plans

There are no new projects with Corrective Actions this quarter.

## Trade Corridors Improvement Fund Program (TCIF)

**Program Objectives:** The Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, approved by the voters as Proposition 1B on November 7, 2006, provided $2 billion for the TCIF. In the TCIF Guidelines, the Commission recognized the need for goods movement improvements far exceed the amount authorized in the TCIF program, that other funding sources should be explored, and that delivery challenges could limit project funding. The Commission supported increasing TCIF funding by approximately $500 million from the State Highway Account to fund state-level priorities that are critical to goods movement.

TCIF Project Status:

| | |
|---|---|
| Total number of TCIF Projects Programmed | 104 |
| • Total amount of TCIF Funds Programmed | $2.5 billion |
| Projects Currently in Construction | 33 |
| • Amount of TCIF Funds | $978 million |
| Projects in Final Closeout | 14 |
| • Amount of TCIF Funds | $168 million |
| Number of Delinquent Final Delivery Reports | 13 |
| Projects Completed and Closed | 95 |
| • Amount of TCIF Funds | $1.4 billion |
| Total Project Cost of Completed Projects | $4 billion |

TCIF Funding Status:

| | Target Available per AB 268 | Programmed | Allocated | Available Funds Unallocated |
|---|---|---|---|---|
| **SCCG Total** | **$1,500,000,000** | **$1,490,695,000** | **$1,456,685,000** | **$43,315,000** |
| Bond | $1,200,205,000 | $1,190,900,000 | $1,156,890,000 | $43,315,000 |
| SHOPP | $299,795,000 | $299,795,000 | $299,795,000 | $0 |
| **NCTCC Total** | **$640,000,000** | **$637,982,000** | **$637,982,000** | **$2,018,000** |
| Bond | $449,795,000 | $447,786,000 | $447,786,000 | $2,009,000 |
| SHOPP | $190,205,000 | $190,196,000 | $190,196,000 | $9,000 |
| **SDBR - Bond** | **$250,000,000** | **$249,061,960** | **$249,061,960** | **$938,040** |
| **OTHER - Bond** | **$60,000,000** | **$59,450,000** | **$59,450,000** | **$550,000** |
| **TOTAL** | **$2,450,000,000** | **$2,437,188,960** | **$2,403,178,960** | **$46,821,040** |

# Trade Corridors Improvement Fund Delivery Report
## Schedule and Cost
## Allocated Projects



Behind Schedule
Awarded / Begin Construction
Allocated but Not Awarded

☑ No Known Scope, Budget, or Schedule Impact
☒ Known Scope, Budget, or Schedule Impact
◆ Potential Impact

| PROJECT NUMBER | DISTRICT | COUNTY | NOMINATED BY | ROUTE | PROJECT DESCRIPTION | ALLOCATION DATE | AWARD DATE | BEGIN CONSTR | APPROVED END CONSTR | CURRENT PHASE (% COMPLETE) | APPROVED END CLOSEOUT | TOTAL PROJECT COST (x1,000) | TCIF COST (x 1,000) | ENVIRO COST (PAED) (x 1,000) | DESIGN COST (PSE) (x 1,000) | RIGHT OF WAY COST (X1,000) | CONSTR COST (X1,000) | TCIF EXPENDITURES (X1,000) | CONSTR EXPENDITURES (X1,000) | SCOPE | BUDGET | SCHEDULE |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 3.3 | 4 | ALA | Port of Oakland/City of Oakland | | Outer Harbor Intermodal Terminals (OHIT) *[Segment 3 - City Site Prep Work and Backbone Infrastructure 3]* | 05/07/13 | 10/14/13 | | 10/15/18 | Const 100% Design-Build | 04/16/19 | $247,241 | $176,341 | $4,500 | $25,900 | $0 | $216,841 | $176,341 | $235,113 | ☑ | ☒ | ◆ |
| 3.4 | 4 | ALA | Port of Oakland/City of Oakland | | Outer Harbor Intermodal Terminals (OHIT) *[Segment 4 - Recycling Facilities]* | N/A | | | 07/31/18 | Const 1% | 12/31/18 | $46,600 | $0 | $0 | $600 | $0 | $46,000 | $0 | $46,000 | ☑ | ☑ | ☒ |
| 3.5 | 4 | ALA | Port of Oakland/City of Oakland | | Outer Harbor Intermodal Terminals (OHIT) *[Segment 5 - City Trade and Logistics Facilities]* | N/A | | | 12/31/19 | Const 50% | 06/30/20 | $99,400 | $0 | $0 | $3,500 | $0 | $95,900 | $0 | $62,356 | ☑ | ◆ | ◆ |
| 4 | 4 | ALA | Metropolitan Transportation Commission | 880 | I-880 Reconstruction, 29th & 23rd Avenues, Oakland *[SHOPP/TCIF]* | 08/06/13 | 04/30/14 | | 07/31/17 | Const 94% | 08/31/18 | $97,912 | $73,000 | $4,200 | $7,387 | $6,325 | $80,000 | $0 | $64,913 | ☑ | ☑ | ☒ |
| 11 | 10 | SJ | Port of Stockton / Contra Costa County | | San Francisco Bay to Stockton Ship Channel Deepening Project | 05/23/12 | 06/29/12 | | 11/30/13 | Const 99% | 06/30/14 | $15,000 | $7,200 | $100 | $500 | $0 | $14,400 | $5,476 | $5,476 | ☑ | ☑ | ☒ |
| 15.01 | 7 | LA | Alameda Corridor East Construction Authority | | San Gabriel Valley Grade Separation Program *[Phase I - Archaeological Services]* | 10/26/11 | 08/22/11 | | 09/30/17 | Const 95% | 10/31/18 | $4,000 | $4,000 | $0 | $0 | $0 | $4,000 | | | ☑ | ☑ | ☒ |
| 15.02 | 7 | LA | Alameda Corridor East Construction Authority | | San Gabriel Valley Grade Separation Program *[Phase II - Trench and Fiber Optic relocation]* | 10/26/11 | 07/23/12 | | 09/30/17 | Const 95% | 10/31/18 | $302,758 | $233,778 | $0 | $34,021 | $33,034 | $235,703 | $207,902 | $336,647 | ☑ | ☑ | ☒ |
| 15.12 | 7 | LA | Alameda Corridor East Construction Authority | | San Gabriel Valley Grade Separation Program *[Motebello Corridor - Match]* | N/A | | 11/30/19 | 11/30/22 | Const 0% | 05/31/23 | $142,000 | $0 | | $8,738 | $28,771 | $40,872 | | | ☑ | ☑ | ☑ |
| 23 | 7 | LA | Port of Long Beach | 710 | Gerald Desmond Bridge Replacement *[Design-Build] [SHOPP/TCIF]* | 06/22/11 | 10/01/12 | Design-Build | 06/27/16 | Const 88% | 09/26/16 | $1,336,061 | $299,795 | $11,862 | $38,239 | $324,700 | $961,260 | $1,062 | $834,318 | ☑ | ☒ | ☒ |
| 68.2 | 11 | SD | San Diego Association of Governments | 11 | SR 11/Otay Mesa East Port of Entry *[Segment 2 - SR 11 and Commercial Vehicle Enforcement Facility]* | N/A | | 10/30/13 | 06/30/16 | Des 45% Const 0% | 10/30/18 | $179,647 | $0 | $0 | $26,411 | $46,700 | $106,536 | $0 | $0 | ☑ | ☑ | ☒ |
| 68.2A | 11 | SD | San Diego Association of Governments | 11 | SR 11/Otay Mesa East Port of Entry *[Segment 2A - SR 11 - Constuct 4-lane highway project]* | 12/05/18 | | 07/30/18 | 07/20/20 | Const 0% | 07/30/21 | $60,453 | $7,825 | $0 | $0 | $0 | $60,453 | $0 | $0 | ☑ | ☑ | ☑ |
| 68.3 | 11 | SD | San Diego Association of Governments | 11 | SR 11/Otay Mesa East Port of Entry *[Segment 3 - East Otay Mesa Land POE]* | N/A | | 09/30/13 | 03/31/16 | Des 40% Const 0% | 04/30/18 | $325,983 | $0 | $0 | $10,000 | $30,983 | $285,000 | $0 | $0 | ☑ | ☑ | ☒ |
| 91 | 7 | VEN | Ventura County Transportation Commission | 101 | Route 101 Improvements | 06/11/13 | 11/21/13 | | 08/10/15 | Const 99% | 12/08/15 | $46,525 | $10,346 | $1,600 | $5,197 | $500 | $39,228 | $8,694 | $38,350 | ☑ | ☑ | ☒ |
| 92.3 | 3 | YOL | Port of West Sacramento | | West Sacramento/Port of West Sacramento Rail Plan *[Phase 3 - Washington Overpass]* | N/A | | 06/01/13 | 07/01/13 | Const 0% | 12/01/13 | $1,540 | $0 | $0 | $0 | $0 | $1,540 | | | ☑ | ☑ | ☒ |
| 92.4 | 3 | YOL | Port of West Sacramento | | West Sacramento/Port of West Sacramento Rail Plan *[Phase 4 - Loop Track]* | N/A | | 01/15/14 | 08/15/14 | Const 0% | 12/01/14 | $1,124 | $0 | $3 | $100 | $5 | $1,016 | | | ☑ | ☑ | ☒ |
| 96 | 7 | LA | Alameda Corridor East Construction Authority | | ACE Fairway Drive Grade Separation | 06/25/14 | 10/27/14 | | 06/30/18 | Const 50% | 12/31/18 | $142,213 | $71,000 | $300 | $8,456 | $38,655 | $94,802 | $31,377 | $42,664 | ☑ | ☑ | ☒ |
| 105 | 5 | MON | City of Salinas | 101 | Sanborn Rd/US 101 Interchange Improvements & Elvee Drive Extension | 01/22/15 | 07/07/15 | | 07/28/15 | Const 80% | 07/26/16 | $4,300 | $1,700 | $0 | $0 | $0 | $4,300 | $1,700 | $4,341 | ☑ | ☑ | ☑ |
| 110 | 8 | SBD | Southern California Regional Rail Authority | | Hellman Avenue Crossing Improvements | 06/30/16 | 11/02/16 | | 12/31/16 | Const 90% | 12/31/17 | $3,580 | $1,790 | | $200 | | $3,380 | $1,432 | $1,882 | ☑ | ☑ | ☒ |
| 111 | 7 | LA | Southern California Regional Rail Authority | | Citrus Avenue Crossing Improvements | 06/30/16 | 12/09/16 | | 04/30/18 | Const 96% | 04/30/19 | $3,485 | $1,455 | $250 | $325 | | $2,910 | $1,351 | $2,723 | ☑ | ☑ | ☒ |
| 112 | 7 | LA | Southern California Regional Rail Authority | | Ramona Boulevard Crossing Improvements | 06/30/16 | 12/09/16 | | 04/30/18 | Const 92% | 4/30/19 | $3,485 | $1,455 | $250 | $325 | | $2,910 | $1,319 | $2,663 | ☑ | ☑ | ☒ |
| 113 | 7 | LA | Southern California Regional Rail Authority | | Control Point Soledad Speed Increase Project | 06/30/16 | 11/18/16 | | 04/30/18 | Const 95% | 04/30/19 | $6,648 | $2,708 | $616 | $616 | | $5,416 | $2,578 | $5,156 | ☑ | ☑ | ☒ |
| 114 | 7 | LA | Alameda Corridor East Construction Authority | | Fullerton Road Grade Separation Project | 12/09/15 | 03/28/16 | | 9/30/2019 | Const 28% | 03/30/20 | $145,184 | $35,060 | $0 | $11,107 | $32,123 | $101,954 | $7,651 | $23,676 | ☑ | ☑ | ☑ |
| 118 | 11 | SD | San Diego Association of Governments | | San Elijo Lagoon Double Track | 06/30/16 | 02/01/17 | | 09/16/18 | Const 94% | 09/17/23 | $70,254 | $4,343 | $1,378 | $7,669 | $1,585 | $59,622 | $2,110 | $48,058 | ☑ | ☑ | ☒ |
| 119 | 10 | SJ | Port of Stockton | | Navy Drive Widening | 06/30/16 | 07/11/17 | | 10/01/17 | Const 90% | 06/01/18 | $6,813 | $2,000 | $200 | $650 | $0 | $5,963 | $250 | $500 | ☑ | ☑ | ☒ |
| 120 | 8 | SBD | SBCAG | | Monte Vista Ave Grade Separation | 08/17/16 | 07/12/17 | | 05/01/19 | Const 46% | 03/05/20 | $24,138 | $1,019 | $0 | $0 | $0 | $24,138 | $383 | $9,498 | ☑ | ☑ | ☑ |
| 121 | 7 | LA | Port of Long Beach | | Middle Harbor Terminal Redevelopment Project Phase 2 | 06/28/17 | 11/21/17 | | 09/30/20 | Const 74% | 11/30/20 | $156,355 | $15,436 | $0 | $0 | $0 | $156,355 | $11,437 | | ☑ | ☑ | ☑ |
| 122 | 12 | ORA | Orange County Transportation Authority | | I-405 HOV Lane [Design-Build] | 10/19/16 | 01/13/17 | | 08/31/26 | Const 24% | 08/31/27 | $1,506,136 | $7,771 | $84,622 | $269,052 | $298,651 | $853,771 | $0 | $283,580 | ☑ | ☑ | ☑ |
| 124 | 4 | SON | Northern California Trade Corridors Coalition/Sonoma County Transportation Authority | | US-101 Marin Sonoma Narrows HOV Lane Project Phase 2 | 10/18/17 | 04/09/18 | | 12/31/19 | Const 56% | 12/30/20 | $37,662 | $3,000 | $0 | $2,642 | $20 | $35,000 | | | ☑ | ☑ | ☑ |

# Trade Corridors Improvement Fund Delivery Report
## Schedule and Cost
## Allocated Projects



Behind Schedule
Awarded / Begin Construction
Allocated but Not Awarded

☑ No Known Scope, Budget, or Schedule Impact
☒ Known Scope, Budget, or Schedule Impact
◆ Potential Impact

| PROJECT NUMBER | DISTRICT | COUNTY | NOMINATED BY | ROUTE | PROJECT DESCRIPTION | ALLOCATION DATE | AWARD DATE | BEGIN CONSTR | APPROVED END CONSTR | CURRENT PHASE (% COMPLETE) | APPROVED END CLOSEOUT | TOTAL PROJECT COST (x1,000) | TCIF COST (x 1,000) | ENVIRO COST (PAED) (x 1,000) | DESIGN COST (PSE) (x 1,000) | RIGHT OF WAY COST (X1,000) | CONSTR COST (X1,000) | TCIF EXPENDITURES (X1,000) | CONSTR EXPENDITURES (X1,000) | SCOPE | BUDGET | SCHEDULE |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 125 | 7 | LA | Alameda Corridor East Construction Authority | | Durfee Avenue Grade Separation Project | 06/27/18 | 12/31/18 | 10/31/18 | 07/31/21 | Const 0% | 07/31/21 | $91,143 | $2,620 | $0 | $9,046 | $32,624 | $49,473 | | | ☑ | ☑ | ☒ |
| 126 | 3 | PLA | Northern California Trade Corridors Coalition/Placer County Transportation Planning Agency | | I-80/SR-65 Interchange Phase 1 - Third Lane Project | 08/16/17 | 02/14/18 | | 11/01/20 | Const 77% | 12/02/23 | $11,900 | $3,600 | $0 | $0 | $0 | $11,900 | | | ☑ | ☑ | ☑ |
| 127 | 3 | SAC | Northern California Trade Corridors Coalition/Sacramento Area Council of Governments' | | SR99 Auxiliary Lanes Project | 01/31/18 | 05/10//18 | | 12/01/19 | Const 56% | 12/01/23 | $7,095 | $900 | $170 | $600 | $25 | $6,300 | | | ☑ | ☑ | ☑ |
| 128 | 8 | SBD | San Bernardino Associated Governments | 10 | I-10 Corridor Contract 1 Project | 06/27/18 | 08/16/18 | | 02/01/24 | Const 6% | 02/02/27 | $809,618 | $4,973 | $6,903 | $30,325 | $47,811 | $724,579 | | | ☑ | ☑ | ☑ |
| 129 | 7 | LA | Port of Los Angeles | | Everport Terminal Berth Efficiency and Emission Reduction Project | 03/13/19 | | 4/2/2019 | 04/02/21 | Const 0% | 04/30/22 | $26,846 | $5,430 | $4,270 | $1,189 | $0 | $15,387 | | | ☑ | ☑ | ☑ |
| | | | | | | | | | | | | **$ 5,963,099** | **$ 978,545** | | | | | | **$ 4,941,895** | | | |

# Memorandum

**To**: CHAIR AND COMMISSIONERS **CTC Meeting**: June 26-27, 2019

**From**: SUSAN BRANSEN, Executive Director

**Reference Number**: 4.27, Action

**Prepared By**: Dawn Cheser
Associate Deputy Director

**Published Date**: June 14, 2019

Subject: **Trade Corridors Improvement Fund Program Amendment, Resolution TCIF-P-1819-11**

**Issue:**

Should the California Transportation Commission (Commission) amend the Trade Corridors Improvement Fund Program to add the Route 125/905 Connector Project in San Diego County as Project 133, at a cost of $1,708,000?

**Recommendation:**

Commission staff recommends that the Commission approve the proposed Trade Corridors Improvement Fund Program amendment to add the Route 125/905 Connector Project in San Diego County.

**Background:**

With the support of the San Diego Border Region Gateway, the San Diego Association of Governments proposes to amend the Trade Corridors Improvement Fund Program by including the Route 125/905 Connector Project as Project 133 with $1,708,000 in funds.

The recently refined engineer's estimate identified a cost increase of $1,708,000 in construction to bring the total estimated construction cost to $33,108,000. The need for the additional funds is due to updated unit pricing based on recently opened bids on nearby projects.

The funding for this amendment is made available through savings generated from other projects programmed in the Trade Corridor Improvement Fund and is consistent with the Trade Corridors Improvement Fund Program Close-Out Policy approved at the May 2019 Commission.

The Route 125/905 Connector Project will construct a southbound Route 125 freeway connector to the westbound Route 905 freeway to integrate three major state roads serving the border region just north of the Otay Mesa Port of Entry. This project will contribute to a safer and more efficient border highway network that will alleviate congestion while providing more reliability for cross border international freight movements.

The Trade Corridors Enhancement Program Baseline Agreement, approved in August 2018 will be amended to include the Trade Corridors Improvement Fund, thereby eliminating the need to adopt a stand-alone Trade Corridors Improvement Fund Baseline Agreement.

**Resolution TCIF-P-1819-11**

Be it Resolved, that the California Transportation Commission does hereby amend the Trade Corridors Improvement Fund Program by adding the Route 125/905 Connector Project.

Attachment A: San Diego Border Region Gateway Support Letter

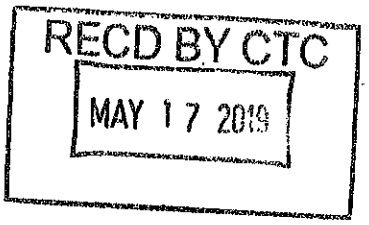
SANDAG

401 B Street, Suite 800
San Diego, CA 92101-4231
(619) 699-1900
Fax (619) 699-1905
sandag.org

May 9, 2019

File Number 1500300

Ms. Dawn Cheser
TCIF Coordinator
California Transportation Commission
1120 N Street, MS 52
Sacramento, CA 95814




Ms. Doris Alkebulan
TCIF Coordinator
California Department of Transportation
1120 N Street, MS 52
Sacramento, CA 95814

Dear Ms. Cheser and Ms. Alkebulan:

Subject: Reprogramming Request from the San Diego Gateway Region for the June 2019 California Transportation Committee Meeting Agenda: $1,708,000

Please accept this letter requesting the reprogramming of funds towards the funding of the State Route 125/905 (SR 125/905) Connector project; this project will be funded by cost savings from two projects as outlined below.

The San Diego Association of Governments (SANDAG) and Caltrans have identified costs savings of $1,708,000 from two Trade Corridor Improvement Fund (TCIF) projects in the San Diego Border Region. A request for de-allocation of the savings has been submitted for the June 2019 California Transportation Commission (CTC) meeting for the following project.

- $770,000 from Caltrans' State Route 11/State Route 905 (SR 11/SR 905) Freeway to Freeway Connector SR 11/SR 905 Segment 1 project (Project 68.1, October 2017 Resolution TCIF-AA-1718-01 amending Resolution TCIF-AA-1314-06)

A request for de-allocation of the savings was approved by the CTC in June 2018 for the following project.

- $938,000 from SANDAG's Sorrento Valley Double Track project (Project 93, June 2018 Resolution TCIF-AA-1718-12 amending Resolution TCIF-AA-1314-19)

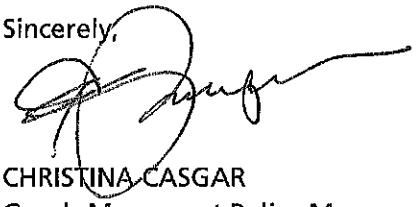
MEMBER AGENCIES
Cities of
Carlsbad
Chula Vista
Coronado
Del Mar
El Cajon
Encinitas
Escondido
Imperial Beach
La Mesa
Lemon Grove
National City
Oceanside
Poway
San Diego
San Marcos
Santee
Solana Beach
Vista
and
County of San Diego

ADVISORY MEMBERS
Imperial County
California Department of Transportation
Metropolitan Transit System
North County Transit District
United States Department of Defense
San Diego Unified Port District
San Diego County Water Authority
Southern California Tribal Chairmen's Association
Mexico

These cost saving de-allocations collectively free up $1,708,000 in TCIF funds to be applied to the SR 125/905 Connector project. The SR 125/905 Connector project completes the remaining connection needed to integrate three major state roads serving the border region just north of the Otay Mesa Port of Entry at the U.S.-Mexico border. Recent bids for another nearby project opened 10 percent greater than originally estimated, and the reprogrammed $1,708,000 in TCIF funds will be used to compensate for the recently revised construction cost estimate.

Consideration of these related requests will ensure that the TCIF savings can be programmed to another eligible project in the San Diego Border Region in order to further regional efforts to improve goods movement. The TCIF team in San Diego thanks you for on-going support and your consideration of this request. Our TCIF team is available to address any questions you may have. I can be reached at (619) 699-1982.

Sincerely,



CHRISTINA CASGAR
Goods Movement Policy Manager
San Diego Border Region Gateway Coordinator

CCA/KROB/ais

cc: Leah Sheppard, California Transportation Commission
Stephan Maller, California Transportation Commission
San Diego Border Region TCIF Team

Enclosures: 1. State Route 125/905 Connector Project PPR

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION
**PROJECT PROGRAMMING REQUEST**
DTP-0001 (Revised Mar, 1 2018 v7.08) *General Instructions*

| Amendment (Existing Project) Y/N | | | | | Date: 04/18/19 |
|---|---|---|---|---|---|
| **District** | **EA** | **Project ID** | **PPNO** | **MPO ID** | **Alt Proj. ID / prg.** |
| 11 | 28883 | 1117000088 | 1036 | 1390506 | |

| **County** | **Route/Corridor** | **PM Bk** | **PM Ahd** | **Project Sponsor/Lead Agency** | |
|---|---|---|---|---|---|
| SD | 905 | 9.8 | 9.8 | Caltrans | |
| SD | 125 | 0.8 | 0.8 | **MPO** | **Element** |
| | | | | SANDAG | CO |

| **Project Manager/Contact** | **Phone** | **E-mail Address** |
|---|---|---|
| Jacqueline Appleton-Deane | (619)688-2561 | [redacted] |

**Project Title**
Route 125/905 Connector

**Location (Project Limits), Description ( Scope of Work)**
In and near San Diego at Route 125/905 separation. Construct freeway to freeway South-West connector.

| **Component** | **Implementing Agency** |
|---|---|
| PA&ED | Caltrans |
| PS&E | Caltrans |
| Right of Way | Caltrans |
| Construction | Caltrans |

**Legislative Districts**

| **Assembly:** | 80 | **Senate:** | 40 | **Congressional:** | 51 |
|---|---|---|---|---|---|

**Project Benefits**
The Project will complete the remaining connector needed to integrate three major state roads serving the border region just north of the Otay Mesa Port of Entry at the U.S.-Mexico border, and will contribute to a safer and efficient border highway network that will alleviate congestion while providing predictability and reliability for cross border international freight movements. SEE PAGE 2 FOR CONTINUATION OF PROJECT BENEFITS.

**Purpose and Need**
The Project will construct a freeway connector providing greater mobility and access to the SR-905 corridor and the border region, completing the SR-125/SR-905/SR-11 interchange. This freeway connector represents a critical link in the San Diego region facilitating the movement of people and goods, serving the border area. There is no direct connector linking southbound SR-125 to westbound SR-905. SEE PAGE 2 FOR CONTINUATION OF PURPOSE AND NEED

| **Category** | **Outputs/Outcomes** | **Unit** | **Total** |
|---|---|---|---|
| State Highway Road Construction | Modified/Improved Interchange(s) | Each | 1 |
| | | | |
| | | | |
| | | | |

| ADA Improvements N | Bike/Ped Improvements N | Reversible Lane analysis Y |
|---|---|---|
| Inc. Sustainable Communities Strategy Goals Y | Reduces Greenhouse Gas Emissions Y | |

| **Project Milestone** | **Existing** | **Proposed** |
|---|---|---|
| Project Study Report Approved | | |
| Begin Environmental (PA&ED) Phase | | |
| Circulate Draft Environmental Document — Document Type: EIR | | |
| Draft Project Report | | |
| End Environmental Phase (PA&ED Milestone) | 07/30/2004 | 07/30/04 |
| Begin Design (PS&E) Phase | 08/11/2017 | 08/11/17 |
| End Design Phase (Ready to List for Advertisement Milestone) | 08/15/2019 | 11/01/19 |
| Begin Right of Way Phase | 09/11/2017 | 09/11/17 |
| End Right of Way Phase (Right of Way Certification Milestone) | 06/16/2019 | 10/11/19 |
| Begin Construction Phase (Contract Award Milestone) | 03/02/2020 | 08/17/20 |
| End Construction Phase (Construction Contract Acceptance Milestone) | 04/04/2022 | 08/15/22 |
| Begin Closeout Phase | 04/04/2022 | 02/21/23 |
| End Closeout Phase (Closeout Report) | 10/25/2024 | 10/16/25 |

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STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

# PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 04/18/19

| District | County | Route | EA | Project ID | PPNO | Alt. ID |
|---|---|---|---|---|---|---|
| 11 | SD, SD, | 905, 125, | 28883 | 1117000088 | 1036 | |
| Project Title: | Route 125/905 Connector | | | | | |

| Existing Total Project Cost ($1,000s) | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| Component | Prior | 18-19 | 19-20 | 20-21 | 21-22 | 22-23 | 23-24+ | Total | Implementing Agency |
| E&P (PA&ED) | | | | | | | | | Caltrans |
| PS&E | 4,857 | | | | | | | 4,857 | Caltrans |
| R/W SUP (CT) | | | | | | | | | Caltrans |
| CON SUP (CT) | | | 5,000 | | | | | 5,000 | Caltrans |
| R/W | | | | | | | | | Caltrans |
| CON | | | 26,400 | | | | | 26,400 | Caltrans |
| TOTAL | 4,857 | | 31,400 | | | | | 36,257 | |
| **Proposed Total Project Cost ($1,000s)** | | | | | | | | | **Notes** |
| E&P (PA&ED) | | | | | | | | | |
| PS&E | 4,857 | | | | | | | 4,857 | |
| R/W SUP (CT) | | | | | | | | | |
| CON SUP (CT) | | | 5,000 | | | | | 5,000 | |
| R/W | | | | | | | | | |
| CON | | | 28,108 | | | | | 28,108 | |
| TOTAL | 4,857 | | 33,108 | | | | | 37,965 | |

| Fund No. 1: | State SB1 TCEP - Trade Corridors Enhancement Account (TCEA) | | | | | | | | Program Code |
|---|---|---|---|---|---|---|---|---|---|
| Existing Funding ($1,000s) | | | | | | | | | 20.XX.723.200 |
| 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) | | | 5,000 | | | | | 5,000 | |
| R/W | | | | | | | | | |
| CON | | | 16,980 | | | | | 16,980 | |
| TOTAL | | | 21,980 | | | | | 21,980 | |
| **Proposed Funding ($1,000s)** | | | | | | | | | **Notes** |
| E&P (PA&ED) | | | | | | | | | |
| PS&E | | | | | | | | | |
| R/W SUP (CT) | | | | | | | | | |
| CON SUP (CT) | | | 5,000 | | | | | 5,000 | |
| R/W | | | | | | | | | |
| CON | | | 16,980 | | | | | 16,980 | |
| TOTAL | | | 21,980 | | | | | 21,980 | |

| Fund No. 2: | Demo - Demonstration-State TEA21 (DEMOS21) | | | | | | | | Program Code |
|---|---|---|---|---|---|---|---|---|---|
| Existing Funding ($1,000s) | | | | | | | | | 20.30.010.680 |
| Component | Prior | 18-19 | 19-20 | 20-21 | 21-22 | 22-23 | 23-24+ | Total | Funding Agency |
| E&P (PA&ED) | | | | | | | | | |
| PS&E | 4,857 | | | | | | | 4,857 | |
| R/W SUP (CT) | | | | | | | | | |
| CON SUP (CT) | | | | | | | | | |
| R/W | | | | | | | | | |
| CON | | | | | | | | | |
| TOTAL | 4,857 | | | | | | | 4,857 | |
| **Proposed Funding ($1,000s)** | | | | | | | | | **Notes** |
| E&P (PA&ED) | | | | | | | | | |
| PS&E | 4,857 | | | | | | | 4,857 | |
| R/W SUP (CT) | | | | | | | | | |
| CON SUP (CT) | | | | | | | | | |
| R/W | | | | | | | | | |
| CON | | | | | | | | | |
| TOTAL | 4,857 | | | | | | | 4,857 | |

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

# PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

***Complete this page for amendments only***

**Date:** 04/18/19

| District | County | Route | EA | Project ID | PPNO | Alt. ID |
|---|---|---|---|---|---|---|
| 11 | SD SD | 905 125 | 28883 | 1117000088 | 1036 | |

## SECTION 1 - All Projects

**Project Background**

**Programming Change Requested**

Program additional $1,708,000 in Trade Corridor Improvement Funds (TCIF) to Construction Capital.

**Reason for Proposed Change**

Bids for the 2888U, a project in the same Corridor as 28883, recently opened and was 10 percent greater than estimated. Similarily throughout the State, bids have been consistently between 5 and 10 percent greater than estimated. The estimate was updated using current unit prices.

**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**

$770,000 of the TCIF is coming from the completed SR-11 Segment 1 (EA 11-05632) project. This programming action is contingent upon these funds being deallocated concurrently with this action. $938,000 TCIF was previously deallocated from a SANDAG rail project. SANDAG is providing a letter of support for the deallocation of SR-11, Segment 1 funds and supports the reprogramming to this project.

## 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 |
|---|---|---|---|
| Jacqueline Appleton-Deane | Jacqueline Appleton-Deane | Project Manager | 5.1.19 |

**Attachments**

1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
2) Project Location Map

# Memorandum

**To**: CHAIR AND COMMISSIONERS **CTC Meeting**: June 26-27, 2019

**From**: SUSAN BRANSEN, Executive Director

**Reference Number**: 4.26, Action

**Prepared By**: Dawn Cheser
Associate Deputy Director

**Published Date**: June 14, 2019

Subject: **Trade Corridor Enhancement Program Amendment, Resolution TCEP-P-1819-11, Amending Resolution TCEP-P-1819-08**

## Issue:

Should the California Transportation Commission (Commission) amend the Trade Corridor Enhancement Program to remove the National City Marine Terminal Rail Track Extension Project in San Diego County?

## Recommendation:

Commission staff recommends that the Commission approve the proposed Trade Corridor Enhancement Program amendment to remove the Port of San Diego's National City Marine Terminal Rail Track Extension Project.

## Background:

At the May 2018 Commission meeting, staff recommended, and the Commission approved, $585,000 in Trade Corridor Enhancement Program funds for the Port of San Diego to use for the plans, specifications, and estimates component for the National City Marine Terminal Rail Track Extension Project.

The Trade Corridor Enhancement Program guidelines state that projects must commence right-of-way acquisition or actual construction within 10 years of receiving pre-construction funding. Based on this requirement and since the project is in the environmental review process, the Port of San Diego determined it is too early to commit to a source of funds for construction. Therefore they have requested the project be removed from the program.

**Resolution TCEP-P-1819-11**

Be it Resolved, that the California Transportation Commission does hereby amend the Trade Corridor Enhancement Program by removing the National City Marine Terminal Rail Track Extension Project; and

Be it Further Resolved, that all provisions stipulated in the initial program adoption, TCEP-P-1718-01, remain in effect.

# Memorandum

**To**: CHAIR AND COMMISSIONERS **CTC Meeting**: June 26-27, 2019

**From**: SUSAN BRANSEN, Executive Director

**Reference Number**: 4.16, Action

**Prepared By**: Christine Gordon
Assistant Deputy Director

**Published Date**: June 14, 2019

Subject: **Amendment to the 2018 Local Partnership Formulaic Program, Resolution G-19-25, Amending Resolution G-18-45**

**Issue:**

Should the California Transportation Commission (Commission) amend the 2018 Local Partnership Formulaic Program to deprogram $52,000 from the City of Point Arena, Port Road Rehabilitation & Overlay Project, in Fiscal Year 2017-18?

**Recommendation:**

Commission staff recommends that the Commission approve the amendment to the 2018 Local Partnership Formulaic Program to deprogram $52,000 from the City of Point Arena, Port Road Rehabilitation & Overlay Project, in Fiscal Year 2017-18.

**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 December 6, 2017, the Commission adopted the 2018 Local Partnership Formulaic Program Funding Distribution for Fiscal Years 2017-18 and 2018-19, which included 40 agencies.

On October 17, 2018, the Commission adopted the amended 2018 Local Partnership Formulaic Program, with 33 agencies receiving programmed funds for 69 projects, totaling $176.5 million.

The following amendment is consistent with the Local Partnership Program Guidelines:

The City of Point Arena requests to deprogram $52,000 of formulaic funding from the Port Road Rehabilitation & Overlay project due to contract award cost savings.

Approval of this amendment to the current program of projects would result in a new total of 33 agencies receiving programmed funds for 69 projects, totaling $176.4 million. The remaining $23.6 million is available for programming through June 30, 2020.

Attachments:

- Attachment A: Resolution G-19-25, Amending Resolution G-18-45
- Attachment B: Amended 2018 Local Partnership Formulaic Program (A strikethrough version of this document is available upon request.)

Reference No.: 4.16
June 26-27, 2019
Attachment A

**CALIFORNIA TRANSPORTATION COMMISSION**
**Adoption of Amendment to the 2018 Local Partnership Formulaic Program**

**RESOLUTION G-19-25**
**Amending Resolution G-18-45**

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 2018 Local Partnership Program Guidelines on October 18, 2017; and

1.4 **WHEREAS**, the Commission adopted the 2018 Local Partnership Formulaic Program funding share distribution on December 6, 2017; and

1.5 **WHEREAS**, the Commission adopted the 2018 Local Partnership Formulaic Program on January 31, 2018; and

1.6 **WHEREAS,** the Commission adopted the amended 2018 Local Partnership Formulaic Program on October 17, 2018; and

1.7 **WHEREAS,** the program of projects included $176.5 million, for Fiscal Years 2017-18 and 2018-19. The remaining $23.5 million can be programmed through June 30, 2020; and

1.8 **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

1.9 **WHEREAS,** the City of Point Arena requests to deprogram $52,000 of formulaic funding from the Port Road Rehabilitation & Overlay project due to project completion cost savings; and

1.10 **WHEREAS**, the City of Point Arena requests are consistent with the Local Partnership Program Guidelines.

2.1 **NOW, THEREFORE, BE IT RESOLVED** that the California Transportation Commission approves the amendment to the 2018 Local Partnership Formulaic Program, as reflected in the Attachment; and

2.2 **BE IT FURTHER RESOLVED**, that, with this amendment, the 2018 Local Partnership Formulaic Program includes 33 agencies receiving programmed funds for 69 projects, totaling $176.4 million. The remaining $23.6 million is available for programming through June 30, 2020; 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 2018 Local Partnership Formulaic Program of Projects on the Commission's website.

**Resolution G-19-25, Amending Resolution G-18-45**
**Amended 2018 Local Partnership Formulaic Program**
($1,000s)

**Attachment B**

| County | Applicant Agency | Project Title | Implementing Agency | Fiscal Year 2017-18 | Fiscal Year 2018-19 | 2018 Program Funding |
|---|---|---|---|---|---|---|
| Alameda/Contra Costa | Alameda-Contra Costa Transit District | Customer Service Center Rehab | AC Transit | $50 | $765 | $815 |
| Alameda/Contra Costa | Alameda-Contra Costa Transit District | Purchase Zero Emission High Capacity Buses to Support Transbay Tomorrow and Clean Corridors Plan | AC Transit | | $253 | $253 |
| San Francisco | Bay Area Rapid Transit District | BART Escalator Replacement (Downtown SF Stations) | BART | | $1,880 | $1,880 |
| Contra Costa | Orinda | Miner Road Rehab | Orinda | $200 | | $200 |
| Alameda | Alameda County Transportation Commission | 7th Street Grade Separation East Segment (7SGSE) | ACTC | $907 | $7,073 | $7,980 |
| Contra Costa | Contra Costa Transportation Authority | I-680/SR 4 Interchange Phase 3 Project | CCTA | | $4,799 | $4,799 |
| Contra Costa | Contra Costa Transportation Authority | El Cerrito Pavement Project | El Cerrito | | $200 | $200 |
| Contra Costa | Contra Costa Transportation Authority | Martinez Pavement Project | Martinez | | $200 | $200 |
| Fresno | Fresno County Transportation Authority | Willow Avenue Street Improvements | Clovis | | $4,544 | $4,544 |
| Lake | Clearlake | Burns Valley School/Civic Center - Bicycle/Pedestrian Enhancements | Clearlake | | $200 | $200 |
| Madera | Madera County Transportation Authority | Orange Avenue and 6th Street Pavement Rehabilitation | Chowchilla | $142 | | $142 |
| Madera | Madera County Transportation Authority | 2017-18 3R and ADA Improvements | Madera | $217 | | $217 |
| Madera | Madera County Transportation Authority | 2018-19 3R and ADA Improvements | Madera | | $180 | $180 |
| Madera | Madera County Transportation Authority | Road 30 Curb & Gutter, Sidewalk, Shoulder Paving & Rehabilitation | Madera County | | $175 | $175 |
| Marin | Transportation Authority Marin County | Marin-Sonoma Narrows (Design Contract A4) | Caltrans | | $250 | $250 |
| Marin | Transportation Authority Marin County | Marin-Sonoma Narrows (Design Contract B1) | Caltrans | | $250 | $250 |
| Marin | Transportation Authority Marin County | Francisco Blvd West Multi-Use Pathway (2nd St to Andersen Dr) | San Rafael | $502 | | $502 |
| Mendocino | Fort Bragg | 2019 Street Rehabilitation Project | Fort Bragg | | $200 | $200 |
| Mendocino | Point Arena | Port Road Rehabilitation & Overlay Project | Point Arena | $148 | | $148 |
| Mendocino | Willits | Asphalt Maintenance Program | Willits | $100 | | $100 |
| Mendocino | Willits | 2019 Asphalt Maintenance Program | Willits | | $100 | $100 |
| Monterey | Transportation Agency for Monterey County | Fort Ord Regional Trail and Greenway | TAMC | $500 | $600 | $1,100 |
| Monterey | Transportation Agency for Monterey County | Route 156 Safety Improvements-Blackie Road Extension | TAMC | | $250 | $250 |
| Monterey | Transportation Agency for Monterey County | Regional Wayfinding Program | TAMC | | $163 | $163 |
| Monterey | Monterey-Salinas Transit District | Monterey Bus Rapid Transit Phase II | MST | | $100 | $100 |
| Monterey | Monterey-Salinas Transit District | MST Automatic Passenger Counters | MST | | $163 | $163 |
| Monterey | Monterey-Salinas Transit District | South County Operations and Maintenance Facility | MST | | $242 | $242 |
| Nevada | Truckee | Annual Slurry Seal Project | Truckee | $200 | | $200 |
| Sacramento | Sacramento Transportation Authority | Buses for Circulator Service Expansion | RT | | $1,287 | $1,287 |
| Sacramento | Sacramento Transportation Authority | Roadway Rehabilitation, Street Light & Street Sign Replacement | Citrus Heights | | $299 | $299 |
| Sacramento | Sacramento Transportation Authority | Upgraded Curb Ramps Pavement Sealing | Elk Grove | $323 | | $323 |
| Sacramento | Sacramento Transportation Authority | Pavement Sealing | Elk Grove | $30 | $261 | $291 |
| Sacramento | Sacramento Transportation Authority | Road Widening w/ Bike Lanes | Folsom | | $300 | $300 |
| Sacramento | Sacramento Transportation Authority | Sunrise Blvd Roadway Rehabilitation | Rancho Cordova | | $289 | $289 |
| Sacramento | Sacramento Transportation Authority | Roadway Rehabilitation | Sacramento | $1,748 | | $1,748 |
| Sacramento | Sacramento Transportation Authority | Complete Streets Rehabilitation | Sacramento Co. | $268 | $2,106 | $2,374 |
| San Joaquin | San Joaquin County Transportation Authority | Route 99/120 Connector | Caltrans | | $3,408 | $3,408 |
| Stanislaus | Stanislaus County Transportation Authority | Route 99/Fulkerth Road Interchange Improvements | Turlock | | $2,501 | $2,501 |
| San Francisco | San Francisco County Transportation Authority | Parkmerced/Twin Peaks/Glen Park Residential Pavement Renovation | SFPW | $2,106 | | $2,106 |
| San Francisco | San Francisco County Transportation Authority | Alemany Boulevard Pavement Renovation | SFPW | | $1,750 | $1,750 |
| Santa Clara | Santa Clara County Valley Transportation Authority | Capitol Expressway LRT Extension (Eastridge-Alum Rock) | SCCVTA | $9,442 | $0 | $9,442 |
| San Mateo | San Mateo County Transportation Authority | US 101 Managed Lanes | SMCTA | | $1,757 | $1,757 |
| San Mateo | C/CAG of San Mateo County | US 101 Managed Lanes | SMCTA | | $270 | $270 |
| Santa Cruz | Santa Cruz County Regional Transportation Commission | 2018 Full Depth Recycle & Overlay | Santa Cruz Co. | | $476 | $476 |
| Santa Cruz | Santa Cruz County Regional Transportation Commission | Vehicle Replacement | SC Metro | | $155 | $155 |
| Santa Cruz | Santa Cruz Metropolitan Transit District | Vehicle Replacement | SC Metro | | $631 | $631 |
| Sonoma | Sonoma County Transportation Authority | Santa Rosa OBAG2 Bike and Pedestrian Project | Santa Rosa | $100 | $473 | $573 |
| Sonoma | Sonoma County Transportation Authority | Route 101 Marin/Sonoma Narrows C-2 project | Caltrans | | $579 | $579 |
| Sonoma/Marin | Sonoma Marin Area Rail Transit District | SMART Rail Maintenance Equipment Expansion | SMART | $1,553 | | $1,553 |
| Los Angeles | Los Angeles County Metropolitan Transportation Authority | West Santa Ana Branch Transit Corridor (WSAB) | LACMTA | | $18,500 | $18,500 |
| Los Angeles | Los Angeles County Metropolitan Transportation Authority | Transit Access Pass Bus Farebox & Rail Station Validator Upgrades (Metro) | LACMTA | | $22,500 | $22,500 |
| Los Angeles | Los Angeles County Metropolitan Transportation Authority | Willowbrook/Rosa Parks Station Mezzanine Improvements | LACMTA | $14,808 | | $14,808 |
| Orange | Orange County Transportation Authority | I-5 Improvements, Rt 73-Oso Parkway (Segment 1) | Caltrans | | $18,242 | $18,242 |
| Riverside | Riverside County Transportation Commission | Replace Route 71/91 Interchange (NB Rt 71 to EB Rt 91) | RCTC | $2,000 | | $2,000 |
| Riverside | Riverside County Transportation Commission | Pachappa Underpass (Rt 91 HOV Remnant Work, Raise UPRR) | RCTC | | $4,272 | $4,272 |
| Riverside | Riverside County Transportation Commission | Temescal Canyon Road Gap Closure (widen to 4 lanes) | Riverside Co. | | $7,300 | $7,300 |
| San Bernardino | San Bernardino County Transportation Authority | I-10 Corridor Contract 1 (Express Lanes - D/B 2b) | SBCTA | $6,169 | | $6,169 |
| San Bernardino | San Bernardino County Transportation Authority | Redlands Passenger Rail (SB Transit Center - Redlands University) | SBCTA | | $6,169 | $6,169 |
| San Diego | San Diego County Regional Transportation Commission | I-5/Voigt Drive Street Improvements | SANDAG | | $4,130 | $4,130 |
| San Diego | San Diego County Regional Transportation Commission | LOSSAN SD Subdivision Doubletrack (CP Eastbrook - CP Shell) | SANDAG | $2,000 | | $2,000 |
| San Diego | San Diego County Regional Transportation Commission | LOSSAN Batiquitos Lagoon Doubletrack/Bridge (MP234.5-MP235.5) | SANDAG | $1,250 | | $1,250 |
| San Diego | San Diego County Regional Transportation Commission | LOSSAN San Dieguito Lagoon Doubletrack/Bridge/Platform (242.2-243.9) | SANDAG | $3,500 | | $3,500 |
| San Diego | San Diego County Regional Transportation Commission | LOSSAN SD Subdivision Sorrento to Miramar Ph2 (MP251.2-MP253) | SANDAG | $1,720 | | $1,720 |
| San Diego | San Diego County Regional Transportation Commission | LOSSAN SD Subdivision Signal Respacing/Optimization | NCTD | $1,000 | | $1,000 |
| Santa Barbara | Santa Barbara County Local Transportation Authority | Rt 101, Santa Monica Rd/Via Real Intersection Improvements | Caltrans | $754 | $450 | $1,204 |
| Santa Barbara | Santa Barbara County Local Transportation Authority | Santa Claus Lane Class I Bikeway, California Coastal Trail Gap Closure | Carpinteria | | $410 | $410 |
| Santa Barbara | Santa Barbara County Local Transportation Authority | North Padaro Lane Coastal Access Improvements | SB County | $30 | $180 | $210 |
| Santa Barbara | Santa Barbara County Local Transportation Authority | Summerland Area Coastal Access Improvements | SB County | $150 | $600 | $750 |
| Tulare | Tulare County Transportation Authority | Rt 198/Akers St I/C (Improve Akers/Noble+Akers/Mineral King intersect) | Visalia | $259 | $2,435 | $2,694 |
| | | | **Total Recommended for 2018 Formulaic Program** | | | **$176,493** |

| | **Unprogrammed Funding** | | |
|---|---|---|---|
| **Applicant Agency** | **Fiscal Year 2017-18** | **Fiscal Year 2018-19** | **Funding Available** |
| Bay Area Toll Authority | $5,118 | $5,118 | $10,236 |
| Imperial County Local Transportation Authority | $538 | $538 | $1,076 |
| Los Angeles County Metropolitan Transportation Authority | | $2,686 | $2,686 |
| Merced County Transportation Authority | $630 | $623 | $1,253 |
| Napa Valley Transportation Authority - Effective 7/18 | - | $323 | $323 |
| Nevada City | $100 | $100 | $200 |
| Point Arena | | $52 | $52 |
| Riverside County Transportation Commission | | $48 | $48 |
| San Diego County Regional Transportation Commission | | $5,340 | $5,340 |
| San Francisco County Transportation Authority | | $333 | $333 |
| San Mateo County Transit District | $884 | $873 | $1,757 |
| Yuba County | $100 | $100 | $200 |
| **Total Unprogrammed Formulaic Funds** | | | **$23,504** |

# Memorandum

**To**: CHAIR AND COMMISSIONERS **CTC Meeting**: June 26-27, 2019

**From**: SUSAN BRANSEN, Executive Director

**Reference Number**: 4.17, Action

**Prepared By**: Christine Gordon
Assistant Deputy Director

**Published Date**: June 14, 2019

Subject: **Amendment to the 2019 Local Partnership Formulaic Program, Resolution G-19-26, Amending Resolution G-19-11**

**Issue:**

Should the California Transportation Commission (Commission) amend the 2019 Local Partnership Formulaic Program to program $52,000 of the Fiscal Year 2018-19 formulaic funding to the City of Point Arena, Windy Hollow Road & Riverside Drive Repaving and Drainage Improvements project, programmed in Fiscal Year 2019-20?

**Recommendation:**

Commission staff recommends that the Commission approve the amendment to the 2019 Local Partnership Formulaic Program to program $52,000 of the Fiscal Year 2018-19 formulaic funding to the City of Point Arena, Windy Hollow Road & Riverside Drive Repaving and Drainage Improvements project, programmed 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 May 16, 2019, the Commission adopted the amended 2019 Local Partnership Formulaic Program, with 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.

The following amendment is consistent with the Local Partnership Program Guidelines:

The City of Point Arena requests to program $52,000 of the Fiscal Year 2018-19 formulaic funding to the Windy Hollow Road & Riverside Drive Repaving and Drainage Improvements project, programmed in Fiscal Year 2019-20.

Attachments:

- Attachment A: Resolution G-19-26, Amending Resolution G-19-11
- Attachment B: Amended 2019 Local Partnership Formulaic Program (A strikethrough version of this document is available upon request.)

Reference No.: 4.17
June 26-27, 2019
Attachment A

**CALIFORNIA TRANSPORTATION COMMISSION**
**Adoption of Amendment to the 2019 Local Partnership Formulaic Program**

**RESOLUTION G-19-26**
**Amending Resolution G-19-11**

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 2018 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 May 16, 2019; and

1.7 **WHEREAS,** the program of projects included $74.7 million, for Fiscal Year 2019-20. The remaining $45.3 million can be programmed through June 30, 2021; and

1.8 **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

1.9 **WHEREAS,** the City of Point Arena requests to program $52,000 of the Fiscal Year 2018-19 formulaic funding to the Windy Hollow Road & Riverside Drive Repaving and Drainage Improvements project, programmed in Fiscal Year 2019-20; and

1.10 **WHEREAS**, the City of Point Arena request is consistent with the Local Partnership Program Guidelines.

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

2.2 **BE IT FURTHER RESOLVED**, that the Commission staff is authorized to make minor technical changes as needed to the program of projects; and

2.3 **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-19-26, Amending Resolution G-19-11**
**Amended 2019 Local Partnership Formulaic Program**
($1,000s)

| 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 | $308 | $100 | $52 |
| 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** | | **$3,304,888** | **$74,680** | **$14,578** |

**Resolution G-19-26, Amending Resolution G-19-11**
**Amended 2019 Local Partnership Formulaic Program**
($1,000s)

| | Unprogrammed Funding | | |
|---|---|---|---|
| **Applicant Agency** | **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 |

# Memorandum

**To**: CHAIR AND COMMISSIONERS **CTC Meeting**: June 26-27, 2019

**From**: SUSAN BRANSEN, Executive Director

**Reference Number**: 4.8, Action

**Prepared By**: Anja Aulenbacher
Assistant Deputy Director

**Published Date**: June 14, 2019

Subject: **Active Transportation Program – Approve the Baseline Agreement for the Humboldt Bay Trail South Project, Resolution ATP-P-1819-02B**

## Issue:

Should the California Transportation Commission (Commission) approve the Active Transportation Program Project Baseline Agreement for the Humboldt Bay Trail South Project in Humboldt County?

## Recommendation:

Commission staff recommends that the Commission approve the Active Transportation Program Baseline Agreement and establish this agreement as the basis for project delivery and monitoring.

## 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, and 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 the Director of the California Department of Transportation and the Commission's Executive Director.

Commission staff has reviewed the Project Baseline Agreement 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.

The Project Baseline Agreement and supporting documents can be viewed at http://catc.ca.gov/programs/sb1/baseline-agreements/docs/2019-06/ATP-P-1819-02B.pdf.

State of California
**DEPARTMENT OF TRANSPORTATION**

California State Transportation Agency

# MEMORANDUM

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

**CTC Meeting**: June 26-27, 2019

**From**: STEVEN KECK, Chief Financial Officer

**Reference Number**: 2.1s.(1), Action Item

**Prepared By**: Bruce De Terra, Chief
Division of Transportation Programming

**Subject**: **TRADE CORRIDOR ENHANCEMENT PROGRAM BASELINE AGREEMENT AMENDMENT**
**RESOLUTION TCEP-P-1819-10, AMENDING RESOLUTION TCEP-P-1819-03B**

## ISSUE:

Should the California Transportation Commission (Commission) approve a Trade Corridor Enhancement Program (TCEP) Project Baseline Agreement Amendment to program $1,708,000 from the Proposition 1B Trade Corridor Improvement Fund (TCIF) Program for the Route 125/905 Connector project (PPNO 1036) in San Diego County?

## RECOMMENDATION:

The California Department of Transportation (Department) and San Diego County Association of Governments (SANDAG) recommend the Commission amend the TCEP Project Baseline Agreement and establish it as the basis for project delivery and monitoring.

The proposed amendment will program $1,708,000 in savings from the TCIF program for construction on the Route 125/905 Connector project (PPNO 1036) in San Diego County. This project is one of six projects included in the Baseline Agreement for the California-Mexico Border System Network Improvements.

## BACKGROUND:

The Route 125/905 Connector project will construct a freeway to freeway South-West connector, thereby completing the remaining connector needed to integrate three major state roads serving the border region just north of the Otay Mesa Port of Entry at the United States/Mexico border.

In May 2018, the project received $21,980,000 in TCEP funding. In August 2018, the California-Mexico Border System Network Improvements Baseline Agreement was approved, including this Route 125/905 Connector project. In February 2019, bid results from an

adjacent project along the same corridor reflected a 10 percent increase in project costs. Upon review of those bid results, the project development team prepared a revised cost estimate for the Route 125/905 Connector project using the updated unit prices from the adjacent project. The revised estimate indicated a cost increase of approximately $1,708,000. Therefore, the Department and SANDAG propose to program $1,708,000 in TCIF savings from other projects to this connector project.

A construction allocation of the programmed TCEP and TCIF funds is expected to be requested in Fall 2019.

The proposed programming changes are shown in the following table:

**REVISE: Route 125/905 Connector project (PPNO 1036)**

| County | District | PPNO | EA | Element | Const. Year | PM Back | PM Ahead | Route/Corridor |
|---|---|---|---|---|---|---|---|---|
| San Diego County | 11 | 1036 | 28883 | CO | 2019-20 | 9.8 | 9.8 | 905 |

| | | | | |
|---|---|---|---|---|
| **Implementing Agency: (by component)** | **PA&ED** | Caltrans | **PS&E** | Caltrans |
| | **R/W** | Caltrans | **CON** | Caltrans |
| **RTPA/CTC:** | San Diego Association of Governments | | | |
| **Project Title:** | Route 125/905 Connector | | | |
| **Location:** | In and near San Diego at Route 125/905 separation. | | | |
| **Description:** | Construct freeway to freeway South-West connector. | | | |

**(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 |
| **State Bond - Trade Corridor Improvement Program** | | | | | | | | | | | | | |
| **Existing** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Change** | 1,708 | 0 | 0 | 1,708 | 0 | 0 | 0 | 0 | 1,708 | 0 | 0 | 0 | 0 |
| **Proposed** | **1,708** | **0** | **0** | **1,708** | **0** | **0** | **0** | **0** | **1,708** | **0** | **0** | **0** | **0** |
| **State SB1 - Trade Corridor Enhancement Program** | | | | | | | | | | | | | |
| **Existing** | 21,980 | 0 | 0 | 21,980 | 0 | 0 | 0 | 0 | 16,980 | 0 | 0 | 0 | 5,000 |
| **Change** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Proposed** | **21,980** | **0** | **0** | **21,980** | **0** | **0** | **0** | **0** | **16,980** | **0** | **0** | **0** | **5,000** |
| **Demo** | | | | | | | | | | | | | |
| **Existing** | 4,857 | 4,857 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4,857 | 0 | 0 |
| **Change** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Proposed** | **4,857** | **4,857** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **4,857** | **0** | **0** |
| **Local Funds** | | | | | | | | | | | | | |
| **Existing** | 9,420 | 0 | 0 | 9,420 | 0 | 0 | 0 | 0 | 9,420 | 0 | 0 | 0 | 0 |
| **Change** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Proposed** | **9,420** | **0** | **0** | **9,420** | **0** | **0** | **0** | **0** | **9,420** | **0** | **0** | **0** | **0** |
| **Total** | | | | | | | | | | | | | |
| **Existing** | 36,257 | 4,857 | 0 | 31,400 | 0 | 0 | 0 | 0 | 26,400 | 0 | 4,857 | 0 | 5,000 |
| **Change** | 1,708 | 0 | 0 | 1,708 | 0 | 0 | 0 | 0 | 1,708 | 0 | 0 | 0 | 0 |
| **Proposed** | **37,965** | **4,857** | **0** | **33,108** | **0** | **0** | **0** | **0** | **28,108** | **0** | **4,857** | **0** | **5,000** |

**RESOLUTION TCEP-P-1819-10, AMENDING RESOLUTION TCEP-P-1819-03B**:

Be it resolved, that the California Transportation Commission does hereby amend the Trade Corridor Enhancement Program Baseline Agreement for the TCEP Project Route 125/905 Connector project (PPNO 1036) in San Diego County as described above.

State of California
**DEPARTMENT OF TRANSPORTATION**

California State Transportation Agency

# MEMORANDUM

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

**CTC Meeting**: June 26-27, 2019

**From**: STEVEN KECK, Chief Financial Officer

**Reference Number**: 2.5b.(1), Action Item

**Prepared By**: Clark Paulsen, Chief
Division of Budgets

**Subject**: **ALLOCATION FOR SHOPP PROJECTS**
**RESOLUTION FP-18-80**

## ISSUE:

Should the California Transportation Commission (Commission) approve an allocation of $391,832,000 for 47 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 $391,832,000 for 47 SHOPP projects.

## BACKGROUND:

The attached vote list describes 47 SHOPP projects totaling $391,832,000. The Department is ready to proceed with these projects, and is requesting an allocation at this time.

## FINANCIAL RESOLUTION:

Resolved that $323,116,000 be allocated from 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 $68,716,000 for construction engineering for 47 SHOPP projects described on the attached vote list.

Attachments

**2.5 Highway Financial Matters**

## 2.5b.(1) SHOPP Projects — Resolution FP-18-80

| Project Number | Allocation Amount | Dist-Co-Rte Postmile | EA Project ID | Location/Description | Construction | Construction Engineering |
|---|---|---|---|---|---|---|
| 1 | $181,000 | 01-Humboldt-254 6.8/42.1 | 40951 0119000032 | Near Miranda, from 0.3 mile north of Redwood Lane to 0.9 mile south of Bear Creek Bridge. Environmental mitigation and long term re-vegetation work for culvert rehabilitation project EA 40950. | $51,000 | $130,000 |
| 2 | $52,157,000 | 01-Lake-29 28.5/31.6 | 29811 0114000043 | Near Kelseyville, from 0.6 mile north of Route 29/281 Junction to north of Route 29/175 Junction. Improve safety by realigning curves and upgrading shoulders throughout project limits. This project will reduce the number and severity of collisions. | $44,128,000 | $8,029,000 |
| 3 | $853,000 | 01-Lake-29 28.5/31.6 | 29812 0119000098 | Near Kelseyville, from 0.6 mile north of Route 29/281 Junction to north of Route 29/175 Junction. Environmental mitigation for EA 29811. | $463,000 | $390,000 |
| 4 | $4,320,000 | 02-Siskiyou-5 Var | 4G630 0214000030 | In Siskiyou and Shasta Counties, on Routes 5 and 89 at various locations. Upgrade nine and construct seven new Transportation Management System (TMS) field elements to facilitate accurate and timely traveler information. This project will improve operations and reliability at the Traffic Management Center (TMC). | $3,600,000 | $720,000 |
| 5 | $5,980,000 | 02-Tehama-99 12.0/12.6 | 1H320 0215000126 | Near Los Molinos, from Josephine Street to Los Molinos Creek Bridge. Construct Americans with Disabilities Act (ADA) compliant curb ramps, sidewalks, cross-walks, and bike lanes to connect with existing multi-modal infrastructure. | $5,220,000 | $760,000 |

**2.5 Highway Financial Matters**

## 2.5b.(1) SHOPP Projects — Resolution FP-18-80

| Project Number | Allocation Amount | Dist-Co-Rte Postmile | EA Project ID | Location/Description | Construction | Construction Engineering |
|---|---|---|---|---|---|---|
| 6 | $4,328,000 | 03-Butte-32 R8.8/9.5 | 4F800 0314000288 | In Chico, on 8th Street and 9th Street, from Walnut Street to Poplar Street (PM R8.8/9.54L/R).Upgrade curb ramps, pedestrian paths, crosswalks, and driveways to Americans with Disabilities Act (ADA) standards. | $3,393,000 | $935,000 |
| 7 | $5,119,000 | 03-Sacramento-80 15.0/17.2 | 0H530 0315000203 | In and near Citrus Heights, from 0.5 mile east of Elkhorn Boulevard/Greenback Lane to 0.5 mile east of Antelope Road. Upgrade Weigh-In-Motion (WIM) stations in both directions, and construct a two lane exit ramp in the westbound direction to the Antelope Truck Scales. The proposed work also consists of replacing associated electrical facilities, sign structures, guardrails, and concrete barriers. | $4,379,000 | $740,000 |
| 8 | $374,000 | 03-Yolo-16 25.1/25.5 | 4F172 0318000216 | Near Capay, from Capay Canal Bridge to 0.2 mile west of County Road 85. Reduce the number and severity of collisions by improving signs and lighting, and removing dead trees. Work to be completed by Service Contract. | $224,000 | $150,000 |
| 9 | $61,678,000 | 03-Yuba-20 R18.1/20.1 | 3F510 0313000020 | Near Smartsville, from the Yuba River Bridge to 0.1 mile east of Smartville Road. Realign roadway, provide standard shoulders, extend existing eastbound truck climbing lane, and add left turn lanes. This project will reduce the number and severity of collisions. | $54,678,000 | $7,000,000 |
| 10 | $5,692,000 | 04-Alameda-880 14.6 | 2J320 0414000488 | In Hayward, at Industrial Parkway. Install Weigh-In-Motion (WIM) system and precast concrete pavement approach pads in both directions. | $4,571,000 | $1,121,000 |

**2.5 Highway Financial Matters**

## 2.5b.(1) SHOPP Projects — Resolution FP-18-80

| Project Number | Allocation Amount | Dist-Co-Rte Postmile | EA Project ID | Location/Description | Construction | Construction Engineering |
|---|---|---|---|---|---|---|
| 11 | $4,579,000 | 04-Santa Clara-82 9.8/R10.4 | 4J282 0417000520 | In the cities of San Jose and Santa Clara, from McKendrie Street to north of Chapman Court. Rehabilitate pavement by grinding and placing asphalt, upgrade curb ramps to Americans with Disabilities Act (ADA) standards, and install High-intensity Activated crossWalK (HAWK) systems. This project will extend the pavement service life and improve ride quality. | $3,600,000 | $979,000 |
| 12 | $2,024,000 | 05-Monterey-101 86.0/95.8 | 0N200 0516000016 | In and near Salinas, from 0.4 mile north of Airport Boulevard Overcrossing to 0.3 mile south of San Miguel Canyon Road. Upgrade Transportation Management System (TMS) by installing vehicle detection systems, changeable message signs (CMS), cameras, and a vehicle pullout. These improvements will help reduce congestion and improve operational efficiency. | $1,524,000 | $500,000 |
| 13 | $1,028,000 | 05-Santa Cruz-17 0.7/1.4 | 0Q601 0514000145 | In Santa Cruz, from 0.7 mile north of Route 1/17 Separation to Beulah Park Undercrossing. Replacement planting, irrigation system improvements, and invasive plant management landscape mitigation for EA 0Q600. | $491,000 | $537,000 |
| 14 | $4,903,000 | 06-Fresno-5 0.0/1.7 | 0T230 0615000040 | Near Coalinga and Kettleman City, at the Coalinga-Avenal Safety Roadside Rest Area (SRRA) from Kings County line to Quist Undercrossing; also in Kings County, from 0.2 mile south of Avenal Cutoff Road to Fresno County line (PM 26.4/26.7). Repair public water system in compliance with Federal and State statutes and regulatory requirements. | $3,723,000 | $1,180,000 |

**2.5 Highway Financial Matters**

## 2.5b.(1) SHOPP Projects — Resolution FP-18-80

| Project Number | Allocation Amount | Dist-Co-Rte Postmile | EA Project ID | Location/Description | Construction | Construction Engineering |
|---|---|---|---|---|---|---|
| 15 | $2,290,000 | 06-Fresno-33 69.3/70.9 | 0T250 0615000043 | In Firebaugh, from 0.1 mile south of Morris Kyle Drive to Clyde Fannon Drive. Construct curb ramps and sidewalk to Americans with Disabilities Act (ADA) standards. | $1,730,000 | $560,000 |
| 16 | $48,135,000 | 06-Fresno-99 R0.9/R5.0 | 0S460 0615000038 | In and near Kingsburg, from Route 201 to 0.3 mile south of Second Street. Rehabilitate roadway by replacing the number two and three lanes with Continuously Reinforced Concrete Pavement (CRCP). This project is necessary to improve safety and ride quality. | $43,135,000 | $5,000,000 |
| 17 | $3,804,000 | 06-Fresno-180 92.2 | 0Q900 0614000047 | Near Squaw Valley, at Mill Creek Bridge No. 42-0080; also near Cedar Grove, at South Fork Kings River Bridge No. 42-0024 (PM 130.1). Upgrade bridge railings and approach rails to current standard. | $2,990,000 | $814,000 |
| 18 | $1,574,000 | 06-Fresno-198 R14.5/R18.2 | 0R110 0614000030 | In Fresno County, at various locations; also in Kern County, on Route 119 at various locations. Rehabilitate corrugated metal pipe culverts and replace with Reinforced Concrete Pipe (RCP) or Polyvinyl Chloride (PVC) culverts. | $1,120,000 | $454,000 |
| 19 | $4,934,000 | 06-Kern-5 5.8/8.8 | 0Q820 0613000243 | Near Lebec, from 1.4 miles north of Fort Tejon to 1.3 miles south of Grapevine Road. Rehabilitate drainage system by cleaning a drainage channel, replacing the bottom of the channel, and slurry any voids caused by erosion. | $4,244,000 | $690,000 |

**2.5 Highway Financial Matters**

## 2.5b.(1) SHOPP Projects — Resolution FP-18-80

| Project Number | Allocation Amount | Dist-Co-Rte Postmile | EA Project ID | Location/Description | Construction | Construction Engineering |
|---|---|---|---|---|---|---|
| 20 | $3,510,000 | 06-Tulare-99 28.3/31.0 | 0R170 0614000051 | In Tulare, from 0.3 mile south of Bardsley Avenue to 0.4 mile north of Prosperity Avenue. Improve highway worker safety by paving areas beyond the gore and narrow locations, and constructing maintenance access roads. This project will reduce the frequency and duration of exposure to traffic and improve safety for highway workers. | $3,008,000 | $502,000 |
| 21 | $4,839,000 | 07-Los Angeles-10 R2.1/R11.1 | 30420 0714000055 | In the cities of Los Angeles and Santa Monica, from Route 1 (PM 2.155) to 0.3 mile west of Crenshaw Boulevard. Improve worker safety by paving beyond gore areas, installing vegetation control, modifying irrigation systems, and installing sign posts with slip bases. This project will reduce the frequency and duration of exposure to traffic and improve safety for highway workers. | $3,739,000 | $1,100,000 |
| 22 | $3,574,000 | 07-Los Angeles-14 R24.8/R31.4 | 31080 0715000007 | In and near Santa Clarita, from Route 5 to Canyon Park Boulevard. Improve worker safety by constructing roadside safety improvements, such as Maintenance Vehicle Pullouts (MVPs), vegetation control, tamper-resistant pull box covers, and access gates. This project will reduce the frequency and duration of exposure to traffic and improve safety for highway workers. | $2,174,000 | $1,400,000 |

**2.5 Highway Financial Matters**

## 2.5b.(1) SHOPP Projects — Resolution FP-18-80

| Project Number | Allocation Amount | Dist-Co-Rte Postmile | EA Project ID | Location/Description | Construction | Construction Engineering |
|---|---|---|---|---|---|---|
| 23 | $18,239,000 | 07-Los Angeles-39 R31.2 | 34340 0718000018 | Near Azusa, at the North Fork San Gabriel River Bridge No. 53-2245. Replace bridge with a new single-span structure on an alignment to the south, install guardrail, and construct a Maintenance Vehicle Pullout (MVP). | $13,763,000 | $4,476,000 |
| 24 | $4,156,000 | 07-Los Angeles-110 3.8/6.5 | 27610 0700000525 | In the cities of Los Angeles and Carson, from L Street to 223rd Street. Construct storm water treatment Best Management Practices (BMPs) and Maintenance Vehicle Pullouts (MVPs). The purpose of this project is to comply with the statewide National Pollution Discharge Elimination System (NPDES) permit. | $2,543,000 | $1,613,000 |
| 25 | $4,038,000 | 07-Los Angeles-110 11.0 | 31380 0715000095 | Near Gardena, at 0.2 mile south of Redondo Beach Boulevard. Construct a new 36-inch Reinforced Concrete Pipe (RCP) to replace the existing culvert, which does not drain. This project will facilitate proper drainage and prevent local flooding. | $2,838,000 | $1,200,000 |
| 26 | $6,702,000 | 07-Los Angeles-110 13.4/23.1 | 23830 0714000081 | In the city of Los Angeles, from 0.1 mile south of 120th Street to 3rd Street at various locations. Construct gross solid removal devices, biofiltration devices, and a detention basin. The purpose of this project is to comply with the statewide National Pollution Discharge Elimination System (NPDES) permit. | $4,468,000 | $2,234,000 |
| 27 | $4,975,000 | 07-Los Angeles-110 18.8/23.8 | 30910 0714000264 | In the city of Los Angeles, from West 47th Street to Sunset Boulevard. Upgrade guardrail, replace crash attenuators, and construct concrete barriers. This project will reduce the number and severity of collisions. | $3,618,000 | $1,357,000 |

**2.5 Highway Financial Matters**

## 2.5b.(1) SHOPP Projects — Resolution FP-18-80

| Project Number | Allocation Amount | Dist-Co-Rte Postmile | EA Project ID | Location/Description | Construction | Construction Engineering |
|---|---|---|---|---|---|---|
| 28 | $2,556,000 | 07-Los Angeles-134 R6.3/R8.3 | 31370 0715000093 | In Glendale, from 0.3 mile west of North Pacific Avenue to Chevy Chase Drive at three locations.Restore drainage systems by replacing damaged culverts. | $1,381,000 | $1,175,000 |
| 29 | $25,230,000 | 07-Los Angeles-138 0.0/36.9 | 31040 0715000001 | Near Gorman and Lancaster, from Route 5 to Route 14. Rehabilitate pavement by overlaying with rubberized asphalt, upgrading and extending guardrail, installing rumble strips, upgrading sign panels, and improving existing drainage facilities. This project will improve safety and ride quality. | $21,680,000 | $3,550,000 |
| 30 | $3,573,000 | 07-Los Angeles-210 R25.0/R32.8 | 30360 0714000031 | In Pasadena, Arcadia and Monrovia, from Route 710 to 0.1 mile west of Huntington Drive. Improve worker safety by paving in areas beyond the gore, paving narrow areas, installing Maintenance Vehicle Pullouts (MVPs), installing access gates, and extending safety cable railing. This project will reduce the frequency and duration of exposure to traffic and improve safety for highway workers. | $2,598,000 | $975,000 |
| 31 | $5,679,000 | 07-Los Angeles-210 R33.1/R44.1 | 30190 0714000030 | In the cities of Monrovia, Duarte, Irwindale, Azusa and Glendora, from 0.4 mile west of Huntington Drive to Route 57. Improve worker safety by constructing access gates, cable railing, concrete paving, rock blankets, and Maintenance Vehicle Pullouts (MVPs). This project will reduce the frequency and duration of exposure to traffic and improve safety for highway workers. | $4,427,000 | $1,252,000 |

**2.5 Highway Financial Matters**

## 2.5b.(1) SHOPP Projects — Resolution FP-18-80

| Project Number | Allocation Amount | Dist-Co-Rte Postmile | EA Project ID | Location/Description | Construction | Construction Engineering |
|---|---|---|---|---|---|---|
| 32 | $3,110,000 | 07-Los Angeles-405 42.9 | 30510 0714000097 | In Van Nuys, at Saticoy Street. Replace Weigh-in-Motion (WIM) systems in the northbound and southbound lanes. | $2,090,000 | $1,020,000 |
| 33 | $14,838,000 | 07-Los Angeles-605 R0.0/26.0 | 31190 0715000016 | In various cities, from Orange County line to Route 210; also on Route 2 at the Transportation Management Center (TMC) (PM R18.7) and Route 5 (PM 6.8). Upgrade Transportation Management System (TMS) by replacing existing copper cables with fiber optic cables, upgrading the communication system to be Internet Protocol (IP) ready, and upgrading TMS field elements, such as cameras, ramp metering systems, vehicle detection systems, and changeable message signs. These improvements will help to better manage congestion and incident response. | $11,618,000 | $3,220,000 |
| 34 | $3,172,000 | 07-Ventura-101 27.5/31.0 | 31130 0715000009 | In the city of Ventura, from 0.9 mile south of Seaward Avenue to 0.1 mile north of Route 33. Stabilize soil and control erosion by planting trees, shrubs, and ground cover plants. This project will prevent erosion, improve infiltration, and contain some pollutants on site. | $2,162,000 | $1,010,000 |
| 35 | $4,670,000 | 07-Ventura-118 R24.1/R29.7 | 31650 0715000210 | In Simi Valley, from 0.3 mile east of First Street to 0.1 mile east of Yosemite Street.Improve worker safety by constructing Maintenance Vehicle Pullouts (MVPs) and access roads, paving gore areas, installing gates, and relocating signs. This project will reduce the frequency and duration of exposure to traffic and improve safety for highway workers. | $3,320,000 | $1,350,000 |

**2.5 Highway Financial Matters**

## 2.5b.(1) SHOPP Projects — Resolution FP-18-80

| Project Number | Allocation Amount | Dist-Co-Rte Postmile | EA Project ID | Location/Description | Construction | Construction Engineering |
|---|---|---|---|---|---|---|
| 36 | $4,088,000 | 07-Ventura-126 R10.2/R12.7 | 31150 0715000012 | In Santa Paula, from Peck Road to Santa Paula Creek. Stabilize soil and prevent erosion by installing new irrigation equipment and landscaping. Areas unsuitable for landscaping will be covered by concrete or rock blanket. | $2,638,000 | $1,450,000 |
| 37 | $9,244,000 | 08-Riverside-10 0.0/R156.5 | 1F372 0815000162 | In Riverside County, on Routes 10, 15, 71 and 215 at various locations. Replace deteriorated guide signs with new signs that include retroreflective panels to meet current standards. This project will enhance visibility and legibility to motorists and provide uniformity. | $8,002,000 | $1,242,000 |
| 38 | $1,504,000 | 08-Riverside-74 7.0/R14.4 | 1C590 0812000334 | In and near Lake Elsinore, from 4.8 miles west of Grand Avenue to Lash Street. Stabilize slopes using native vegitation hydroseed and gravel mulch in order to reduce erosion. The purpose of this project is to comply with the statewide National Pollution Discharge Elimination System (NPDES) permit. | $1,009,000 | $495,000 |
| 39 | $9,331,000 | 08-Riverside-79 0.0/15.6 | 1F690 0815000016 | Near Temecula, from San Diego County line to Temecula city limits. Rehabilitate pavement by grinding and placing asphalt, upgrade dikes, upgrade Americans with Disabilities Act (ADA) curb ramps, upgrade guardrail, and install vegetation control. This project will preserve and extend the life of the existing pavement and improve ride quality. | $8,531,000 | $800,000 |

**2.5 Highway Financial Matters**

## 2.5b.(1) SHOPP Projects — Resolution FP-18-80

| Project Number | Allocation Amount | Dist-Co-Rte Postmile | EA Project ID | Location/Description | Construction | Construction Engineering |
|---|---|---|---|---|---|---|
| 40 | $3,679,000 | 08-San Bernardino-210 10.5/12.7 | 1G210 0815000170 | In Rancho Cucamonga and Fontana, from East Avenue to 0.2 mile west of Beech Avenue; also on Route 15, at Route 210/15 Separation. Upgrade Transportation Management System (TMS) by installing Closed Circuit TV (CCTV) cameras and installing new communications conduit to connect to vehicle detection equipment. These improvements will help reduce congestion and improve operational efficiency. | $3,153,000 | $526,000 |
| 41 | $2,449,000 | 08-San Bernardino-210 R21.7/R33.2 | 1F362 0816000011 | In San Bernardino County, on Routes 71, 210, 215 and 259 at various locations. Replace deteriorated guide sign panels with new panels that include retroreflective sheeting to meet current standards. The project will enhance visibility to motorists and provide uniformity. | $1,949,000 | $500,000 |
| 42 | $2,763,000 | 10-Amador-88 Var | 1C690 1015000004 | In Amador County, on Route 88 and in Tuolumne County on Routes 120,108 and 49, at various locations. Rehabilitate culverts using cured-in-place pipe lining, repair joints, and replace culverts. | $2,147,000 | $616,000 |
| 43 | $3,618,000 | 10-Merced-5 0.4/0.9 | 0W620 1012000020 | Near Firebaugh, at the John "Chuck" Erreca Safety Roadside Rest Area (SRRA). Upgrade public water and wastewater system in compliance with Federal and State statutes and regulatory requirements. | $2,710,000 | $908,000 |
| 44 | $718,000 | 10-Stanislaus-108 Var | 0W902 1017000155 | Near Riverbank, at 2nd Street and 4th Street. Upgrade curb ramps and reconstruct sidewalk to Americans with Disabilities Act (ADA) standards. | $411,000 | $307,000 |

**2.5 Highway Financial Matters**

## 2.5b.(1) SHOPP Projects — Resolution FP-18-80

| Project Number | Allocation Amount | Dist-Co-Rte Postmile | EA Project ID | Location/Description | Construction | Construction Engineering |
|---|---|---|---|---|---|---|
| 45 | $24,148,000 | 10-Tuolumne-120 32.5/R56.5 | 0E960 1013000254 | Near Buck Meadows, from Ferretti Road to Yosemite National Park boundary. Rehabilitate pavement by placing an asphalt overlay, upgrade dikes, repair culvert, upgrade guard rail, upgrade Transportation Management System (TMS) elements, and install bicycle friendly grates on drainage systems. This project will extend pavement service life and improve ride quality. | $21,355,000 | $2,793,000 |
| 46 | $1,561,000 | 12-Orange-1 20.5/20.9 | 0N930 1215000009 | In Newport Beach, from 0.1 mile north of Superior Avenue to 60th Street. Rehabilitate drainage system by removing collected silt, adding erosion control to limit future sedimentation, and installing access doors. | $1,161,000 | $400,000 |
| 47 | $1,915,000 | 12-Orange-22 R9.1 | 0N920 1215000010 | In Garden Grove, at the Haster Street westbound offramp. Install new drainage system to increase drainage capacity and alleviate recurring flooding. | $1,359,000 | $556,000 |

## 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-18-80** |
| 1<br>$181,000<br><br>Humboldt<br>01-Hum-254<br>6.8/42.1 | Near Miranda, from 0.3 mile north of Redwood Lane to 0.9 mile south of Bear Creek Bridge. Outcome/Output: Environmental mitigation and long term re-vegetation work for culvert rehabilitation project EA 40950.<br><br>Preliminary Engineering: PA&ED $0 / $0; PS&E $0 / $0; R/W Sup $0 / $0 (Budget / Expended)<br><br>(CEQA - CE, 9/28/2017; Re-validation 1/11/2019)<br>(NEPA - CE, 9/28/2017; Re-validation 1/11/2019)<br><br>Performance Measure: Culverts (0 each)<br>Existing Condition: Linear feet; Good 0.0; Fair 0.0; Poor 0.0; Quantity 0.0<br>Post Condition: Linear feet; Good 0.0; Fair 0.0; Poor 0.0; Quantity 0.0 | 01-2524<br>SHOPP/18-19<br>CON ENG<br>$130,000<br>CONST<br>$51,000<br>0119000032<br>4<br>40951 | 505-3290 RMRA<br>20.10.201.151<br><br>2017-18<br>302-3290 RMRA<br>20.20.201.151 | $130,000<br><br><br><br>$51,000 |
| 2<br>$52,157,000<br><br>Lake<br>01-Lak-29<br>28.5/31.6 | Near Kelseyville, from 0.6 mile north of Route 29/281 Junction to north of Route 29/175 Junction. Outcome/Output: Improve safety by realigning curves and upgrading shoulders throughout project limits. This project will reduce the number and severity of collisions.<br><br>Performance Measure:<br>Planned: 83, Actual: 83 Collision(s) reduced<br><br>Preliminary Engineering: PA&ED $4,000,000 / $3,519,038; PS&E $5,304,000 / $5,101,232; R/W Sup $2,307,600 / $1,968,836 (Budget / Expended)<br><br>(CEQA - EIR, 11/23/2016; Re-validation 4/16/2019)<br>(NEPA - FONSI, 11/23/2016; Re-validation 4/16/2019)<br><br>(Future consideration of funding approved under Resolution E-17-05; January 2017.)<br><br>(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.)<br><br>(SB 1 Baseline Agreement approved under Resolution SHOPP-P-1819-04B; October 2018.)<br><br>(Concurrent related amendment for mitigation child EA 29812/PPNO 01-3124M under SHOPP Amendment 18H-010.)<br><br>(EA 29811/PPNO 01-3099 combined with STIP EA 29821/PPNO 01-3100 for construction under EA 2982U/Project ID 0118000125.)<br><br>(Concurrent allocation for STIP project EA 29821/PPNO 01-3100 under Resolution FP-18-91.) | 01-3099<br>SHOPP/18-19<br>CON ENG<br>$7,137,000<br>CONST<br>$38,578,000<br>0114000043<br>4<br>29811 | 001-0042 SHA<br>001-0890 FTF<br>20.10.201.010<br><br>2018-19<br>302-0042 SHA<br>302-0890 FTF<br>20.20.201.010 | $803,000<br>$7,226,000<br>$8,029,000<br><br><br>$4,413,000<br>$39,715,000<br>$44,128,000 |

## 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-18-80** |
| 3<br>$853,000<br><br>Lake<br>01-Lak-29<br>28.5/31.6 | Near Kelseyville, from 0.6 mile north of Route 29/281 Junction to north of Route 29/175 Junction. Outcome/Output: Environmental mitigation for EA 29811.<br><br>Performance Measure:<br>Planned: 0, Actual: 0 Collision(s) reduced<br><br>Preliminary Engineering / Budget / Expended:<br>PA&ED $0 $0<br>PS&E $0 $0<br>R/W Sup $0 $0<br><br>(CEQA - EIR, 11/23/2016; Re-validation 4/16/2019)<br>(NEPA - FONSI, 11/23/2016; Re-validation 4/16/2019)<br><br>(Future consideration of funding approved under Resolution E-17-05; January 2017.)<br><br>(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.)<br><br>(Concurrent amendment under SHOPP Amendment 18H-010.)<br><br>(EA 29812/PPNO 01-3124M combined with STIP mitigation EA 29822/PPNO 01-3100M for construction under EA 2983U/Project ID 0119000062.)<br><br>(Concurrent allocation for STIP project EA 29822/PPNO 01-3100M under Resolution FP-18-91.) | 01-3124M<br>SHOPP/18-19<br>CON ENG<br>$390,000<br>CONST<br>$463,000<br>0119000098<br>4<br>29812 | 001-0042 SHA<br>20.10.201.010<br><br>2018-19<br>302-0042 SHA<br>20.20.201.010 | $390,000<br><br>$463,000 |
| 4<br>$4,320,000<br><br>Siskiyou<br>02-Sis-5<br>Var | In Siskiyou and Shasta Counties, on Routes 5 and 89 at various locations. Outcome/Output: Upgrade nine and construct seven new Transportation Management System (TMS) field elements to facilitate accurate and timely traveler information. This project will improve operations and reliability at the Traffic Management Center (TMC).<br><br>Preliminary Engineering / Budget / Expended:<br>PA&ED $485,000 $419,132<br>PS&E $1,000,000 $855,728<br>R/W Sup $428,800 $397,406<br><br>(CEQA - CE, 10/19/2017; Re-validation 4/26/2019)<br>(NEPA - CE, 10/19/2017; Re-validation 4/26/2019)<br><br>Performance Measure: TMS Elements<br>Existing Condition: Field element(s) — Good (Operational) 0.0% — Poor (Not Operational) 100.0% — Quantity 9.0<br>Post Condition: Field element(s) — Good (Operational) 100.0% — Poor (Not Operational) 0.0% — Quantity 16.0 | 02-3556<br>SHOPP/18-19<br>CON ENG<br>$720,000<br>CONST<br>$3,600,000<br>0214000030<br>4<br>4G630 | 505-3290 RMRA<br>20.10.201.315<br><br>2017-18<br>802-3290 RMRA<br>20.20.201.315 | $720,000<br><br>$3,600,000 |

## 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-18-80** |
| 5<br>$5,980,000<br><br>Tehama<br>02-Teh-99<br>12.0/12.6 | Near Los Molinos, from Josephine Street to Los Molinos Creek Bridge. Outcome/Output: Construct Americans with Disabilities Act (ADA) compliant curb ramps, sidewalks, cross-walks, and bike lanes to connect with existing multi-modal infrastructure.<br><br>Performance Measure:<br>Planned: 28, Actual: 28 Curb ramp(s)<br><br>Preliminary Engineering — Budget — Expended<br>PA&ED $400,000 $347,799<br>PS&E $675,000 $610,741<br>R/W Sup $453,000 $451,959<br><br>(CEQA - CE, 11/1/2017; Re-validation 3/26/2019)<br>(NEPA - CE, 11/1/2017; Re-validation 3/26/2019) | 02-3606<br>SHOPP/18-19<br>CON ENG<br>$640,000<br>CONST<br>$4,600,000<br>0215000126<br>4<br>1H320 | 001-0042 SHA<br>001-0890 FTF<br>20.10.201.378<br><br>2018-19<br>302-0042 SHA<br>302-0890 FTF<br>20.20.201.378 | $87,000<br>$673,000<br>$760,000<br><br><br>$599,000<br>$4,621,000<br>$5,220,000 |
| 6<br>$4,328,000<br><br>Butte<br>03-But-32<br>R8.8/9.5 | In Chico, on 8th Street and 9th Street, from Walnut Street to Poplar Street (PM R8.8/9.54L/R). Outcome/Output: Upgrade curb ramps, pedestrian paths, crosswalks, and driveways to Americans with Disabilities Act (ADA) standards.<br><br>Performance Measure:<br>Planned: 34, Actual: 122 Curb ramp(s)<br><br>Preliminary Engineering — Budget — Expended<br>PA&ED $800,000 $793,036<br>PS&E $915,000 $850,747<br>R/W Sup $375,000 $204,190<br><br>(CEQA - CE, 6/23/2017; Re-validation 5/6/2019)<br>(NEPA - CE, 6/23/2017; Re-validation 5/6/2019) | 03-2112<br>SHOPP/18-19<br>CON ENG<br>$935,000<br>CONST<br>$2,900,000<br>0314000288<br>4<br>4F800 | 001-0042 SHA<br>001-0890 FTF<br>20.10.201.361<br><br>2018-19<br>302-0042 SHA<br>302-0890 FTF<br>20.20.201.361 | $107,000<br>$828,000<br>$935,000<br><br><br>$389,000<br>$3,004,000<br>$3,393,000 |
| 7<br>$5,119,000<br><br>Sacramento<br>03-Sac-80<br>15.0/17.2 | In and near Citrus Heights, from 0.5 mile east of Elkhorn Boulevard/Greenback Lane to 0.5 mile east of Antelope Road. Outcome/Output: Upgrade Weigh-In-Motion (WIM) stations in both directions, and construct a two lane exit ramp in the westbound direction to the Antelope Truck Scales. The proposed work also consists of replacing associated electrical facilities, sign structures, guardrails, and concrete barriers.<br><br>Performance Measure:<br>Planned: 1, Actual: 2 Location(s)<br><br>Preliminary Engineering — Budget — Expended<br>PA&ED $550,000 $497,607<br>PS&E $859,000 $781,837<br>R/W Sup $119,000 $6,390<br><br>(CEQA - CE, 2/28/2018; Re-validation 3/12/2019)<br>(NEPA - CE, 2/28/2018; Re-validation 3/12/2019) | 03-6712<br>SHOPP/18-19<br>CON ENG<br>$740,000<br>CONST<br>$3,700,000<br>0315000203<br>4<br>0H530 | 001-0042 SHA<br>001-0890 FTF<br>20.10.201.321<br><br>2018-19<br>302-0042 SHA<br>302-0890 FTF<br>20.20.201.321 | $62,000<br>$678,000<br>$740,000<br><br><br>$369,000<br>$4,010,000<br>$4,379,000 |

## 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-18-80** |
| 8<br>$374,000<br><br>Yolo<br>03-Yol-16<br>25.1/25.5 | Near Capay, from Capay Canal Bridge to 0.2 mile west of County Road 85. Outcome/Output: Reduce the number and severity of collisions by improving signs and lighting, and removing dead trees. Work to be completed by Service Contract.<br><br>Performance Measure:<br>Planned: 3, Actual: 2 Collision(s) reduced<br><br>Preliminary<br>Engineering / Budget / Expended<br>PA&ED $0 $0<br>PS&E $230,000 $199,457<br>R/W Sup $30,000 $6,461<br><br>(CEQA - ND, 6/25/2018; Re-validation 2/26/2019)<br>(NEPA - N/A)<br><br>(Future consideration of funding approved under Resolution E-18-118; August 2018.) | 03-8663A<br>SHOPP/18-19<br>CON ENG<br>$150,000<br>CONST<br>$270,000<br>0318000216<br>4<br>4F172 | 001-0042 SHA<br>20.10.201.015<br><br>2018-19<br>302-0042 SHA<br>20.20.201.015 | $150,000<br><br><br><br>$224,000 |
| 9<br>$61,678,000<br><br>Yuba<br>03-Yub-20<br>R18.1/20.1 | Near Smartsville, from the Yuba River Bridge to 0.1 mile east of Smartville Road. Outcome/Output: Realign roadway, provide standard shoulders, extend existing eastbound truck climbing lane, and add left turn lanes. This project will reduce the number and severity of collisions.<br><br>Performance Measure:<br>Planned: 20, Actual: 367 Collision(s) reduced<br><br>Preliminary<br>Engineering / Budget / Expended<br>PA&ED $6,000,000 $5,486,874<br>PS&E $3,500,000 $2,920,802<br>R/W Sup $1,000,000 $822,504<br><br>(CEQA - MND, 8/31/2017; Re-validation 5/6/2019)<br>(NEPA - FONSI, 8/31/2017; Re-validation 5/6/2019)<br><br>(Future consideration of funding approved under Resolution E-18-03; January 2018.)<br><br>(SB 1 Baseline Agreement approved under Resolution SHOPP-P-1819-04B; October 2018.) | 03-9590<br>SHOPP/18-19<br>CON ENG<br>$6,871,000<br>CONST<br>$48,500,000<br>0313000020<br>4<br>3F510 | 001-0042 SHA<br>001-0890 FTF<br>20.10.201.015<br><br>2018-19<br>302-0042 SHA<br>302-0890 FTF<br>20.20.201.015 | $700,000<br>$6,300,000<br>$7,000,000<br><br><br>$5,468,000<br>$49,210,000<br>$54,678,000 |

## 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-18-80** |
| 10<br>$5,692,000<br><br>Alameda<br>04-Ala-880<br>14.6 | In Hayward, at Industrial Parkway. Outcome/Output: Install Weigh-In-Motion (WIM) system and precast concrete pavement approach pads in both directions.<br><br>Performance Measure:<br>Planned: 2, Actual: 2 Location(s)<br><br>Preliminary Engineering / Budget / Expended: PA&ED $0 / $0; PS&E $1,121,000 / $695,330; R/W Sup $63,000 / $3,120<br><br>(CEQA - CE, 4/30/2015; Re-validation 2/11/2019)<br>(NEPA - CE, 4/30/2015; Re-validation 2/11/2019) | 04-1482G<br>SHOPP/18-19<br>CON ENG<br>$1,121,000<br>CONST<br>$4,485,000<br>0414000488<br>4<br>2J320 | 001-0042 SHA<br>001-0890 FTF<br>20.10.201.321<br><br>2018-19<br>302-0042 SHA<br>302-0890 FTF<br>20.20.201.321 | $94,000<br>$1,027,000<br>$1,121,000<br><br><br>$385,000<br>$4,186,000<br>$4,571,000 |
| 11<br>$4,579,000<br><br>Santa Clara<br>04-SCl-82<br>9.8/R10.4 | In the cities of San Jose and Santa Clara, from McKendrie Street to north of Chapman Court. Outcome/Output: Rehabilitate pavement by grinding and placing asphalt, upgrade curb ramps to Americans with Disabilities Act (ADA) standards, and install High-intensity Activated crossWalK (HAWK) systems. This project will extend the pavement service life and improve ride quality.<br><br>Preliminary Engineering / Budget / Expended: PA&ED $0 / $0; PS&E $833,000 / $801,768; R/W Sup $180,000 / $37,613<br><br>(CEQA - CE, 7/13/2017; Re-validation 3/4/2019)<br>(NEPA - CE, 7/13/2017; Re-validation 3/4/2019) | 04-1490Q<br>SHOPP/18-19<br>CON ENG<br>$823,000<br>CONST<br>$3,711,000<br>0417000520<br>4<br>4J282 | 505-3290 RMRA<br>20.10.201.121<br><br>2017-18<br>802-3290 RMRA<br>20.20.201.121 | $979,000<br><br><br><br>$3,600,000 |

Performance Measure: Pavement

| | Unit | Good | Fair | Poor | Quantity |
|---|---|---|---|---|---|
| Existing Condition | Lane mile(s) | 0.0 | 0.0 | 3.4 | 3.4 |
| Post Condition | Lane mile(s) | 3.4 | 0.0 | 0.0 | 3.4 |

## 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-18-80** |
| 12<br>$2,024,000<br><br>Monterey<br>05-Mon-101<br>86.0/95.8 | In and near Salinas, from 0.4 mile north of Airport Boulevard Overcrossing to 0.3 mile south of San Miguel Canyon Road. Outcome/Output: Upgrade Transportation Management System (TMS) by installing vehicle detection systems, changeable message signs (CMS), cameras, and a vehicle pullout. These improvements will help reduce congestion and improve operational efficiency.<br><br>Preliminary Engineering: PA&ED $260,000 / $136,593; PS&E $1,000,000 / $356,891; R/W Sup $45,000 / $7,265<br><br>(CEQA - CE, 6/28/2018; Re-validation 10/8/2018)<br>(NEPA - CE, 6/28/2018; Re-validation 10/8/2018)<br><br>Performance Measure: TMS Elements — Existing Condition: Field element(s), Good (Operational) 0.0%, Poor (Not Operational) 0.0%, Quantity 0.0; Post Condition: Field element(s), Good (Operational) 100.0%, Poor (Not Operational) 0.0%, Quantity 11.0 | 05-4020<br>SHOPP/18-19<br>CON ENG<br>$420,000<br>CONST<br>$1,500,000<br>0516000016<br>4<br>0N200 | 505-3290 RMRA<br>20.10.201.315<br><br>2017-18<br>802-3290 RMRA<br>20.20.201.315 | $500,000<br><br>$1,524,000 |
| 13<br>$1,028,000<br><br>Santa Cruz<br>05-SCr-17<br>0.7/1.4 | In Santa Cruz, from 0.7 mile north of Route 1/17 Separation to Beulah Park Undercrossing. Outcome/Output: Replacement planting, irrigation system improvements, and invasive plant management landscape mitigation for EA 0Q600.<br><br>Performance Measure:<br>Planned: 0, Actual: 0 Acre(s) treated/pollutant<br><br>Preliminary Engineering: PA&ED $0 / $0; PS&E $500,000 / $165,518; R/W Sup $18,000 / $14,203<br><br>(CEQA - MND, 7/9/2014; Re-validation 3/28/2019)<br>(NEPA - CE, 7/9/2014; Re-validation 3/28/2019)<br><br>(Future consideration of funding approved under Resolution E-14-56; December 2014.) | 05-1989Y<br>SHOPP/18-19<br>CON ENG<br>$537,000<br>CONST<br>$507,000<br>0514000145<br>4<br>0Q601 | 001-0042 SHA<br>20.10.201.335<br><br>2018-19<br>302-0042 SHA<br>20.20.201.335 | $537,000<br><br>$491,000 |

## 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-18-80** |
| 14<br>$4,903,000<br><br>Fresno<br>06-Fre-5<br>0.0/1.7 | Near Coalinga and Kettleman City, at the Coalinga-Avenal Safety Roadside Rest Area (SRRA) from Kings County line to Quist Undercrossing; also in Kings County, from 0.2 mile south of Avenal Cutoff Road to Fresno County line (PM 26.4/26.7). Outcome/Output: Repair public water system in compliance with Federal and State statutes and regulatory requirements.<br><br>Performance Measure:<br>Planned: 2, Actual: 2 Location(s)<br><br>Preliminary Engineering / Budget / Expended<br>PA&ED $412,000 $353,461<br>PS&E $1,100,000 $886,496<br>R/W Sup $24,000 $18,322<br><br>(CEQA - CE, 7/18/2017; Re-validation 1/8/2019)<br>(NEPA - CE, 7/18/2017; Re-validation 1/8/2019) | 06-6736<br>SHOPP/18-19<br>CON ENG<br>$1,000,000<br>CONST<br>$4,350,000<br>0615000040<br>4<br>0T230 | 001-0042 SHA<br>001-0890 FTF<br>20.10.201.235<br><br>2018-19<br>302-0042 SHA<br>302-0890 FTF<br>20.20.201.235 | $24,000<br>$1,156,000<br>$1,180,000<br><br><br>$74,000<br>$3,649,000<br>$3,723,000 |
| 15<br>$2,290,000<br><br>Fresno<br>06-Fre-33<br>69.3/70.9 | In Firebaugh, from 0.1 mile south of Morris Kyle Drive to Clyde Fannon Drive. Outcome/Output: Construct curb ramps and sidewalk to Americans with Disabilities Act (ADA) standards.<br><br>Performance Measure:<br>Planned: 19, Actual: 18 Curb ramp(s)<br><br>Preliminary Engineering / Budget / Expended<br>PA&ED $458,000 $442,819<br>PS&E $1,000,000 $838,155<br>R/W Sup $453,000 $402,452<br><br>(CEQA - CE, 4/22/2015; Re-validation 5/3/2017)<br>(NEPA - CE, 4/22/2015; Re-validation 5/3/2017) | 06-6747<br>SHOPP/18-19<br>CON ENG<br>$475,000<br>CONST<br>$2,085,000<br>0615000043<br>4<br>0T250 | 001-0042 SHA<br>001-0890 FTF<br>20.10.201.361<br><br>2018-19<br>302-0042 SHA<br>302-0890 FTF<br>20.20.201.361 | $64,000<br>$496,000<br>$560,000<br><br><br>$198,000<br>$1,532,000<br>$1,730,000 |

## 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-18-80** |
| 16<br>$48,135,000<br><br>Fresno<br>06-Fre-99<br>R0.9/R5.0 | In and near Kingsburg, from Route 201 to 0.3 mile south of Second Street. Outcome/Output: Rehabilitate roadway by replacing the number two and three lanes with Continuously Reinforced Concrete Pavement (CRCP). This project is necessary to improve safety and ride quality.<br><br>Preliminary Engineering: PA&ED $677,000 / $655,613; PS&E $1,746,000 / $1,592,228; R/W Sup $143,000 / $69,310<br><br>(CEQA - CE, 6/21/2017; Re-validation 3/6/2019)<br>(NEPA - CE, 6/21/2017; Re-validation 3/6/2019)<br><br>(SB 1 Baseline Agreement approved under Resolution SHOPP-P-1819-04B; October 2018.)<br><br>Performance Measure: Pavement<br>Existing Condition: Lane mile(s); Good 5.7; Fair 10.9; Poor 0.0; Quantity 16.6<br>Post Condition: Lane mile(s); Good 16.6; Fair 0.0; Poor 0.0; Quantity 16.6 | 06-6727<br>SHOPP/18-19<br>CON ENG<br>$5,000,000<br>CONST<br>$39,851,000<br>0615000038<br>4<br>0S460 | 505-3290 RMRA<br>001-0890 FTF<br>20.10.201.122<br><br>2017-18<br>802-3290 RMRA<br>2018-19<br>302-0890 FTF<br>20.20.201.122 | $573,000<br>$4,427,000<br>$5,000,000<br><br><br>$4,948,000<br><br>$38,187,000<br>$43,135,000 |
| 17<br>$3,804,000<br><br>Fresno<br>06-Fre-180<br>92.2 | Near Squaw Valley, at Mill Creek Bridge No. 42-0080; also near Cedar Grove, at South Fork Kings River Bridge No. 42-0024 (PM 130.1). Outcome/Output: Upgrade bridge railings and approach rails to current standard.<br><br>Preliminary Engineering: PA&ED $480,000 / $456,535; PS&E $1,173,000 / $975,246; R/W Sup $10,000 / $3,031<br><br>(CEQA - CE, 11/30/2017; Re-validation 3/4/2019)<br>(NEPA - CE, 11/30/2017; Re-validation 3/4/2019)<br><br>Performance Measure: Bridges (2 bridge(s))<br>Existing Condition: Linear feet rail; Good 0.0; Fair 290.0; Poor 245.0; Quantity 535.0<br>Post Condition: Linear feet rail; Good 535.0; Fair 0.0; Poor 0.0; Quantity 535.0 | 06-6766<br>SHOPP/18-19<br>CON ENG<br>$814,000<br>CONST<br>$3,153,000<br>0614000047<br>4<br>0Q900 | 505-3290 RMRA<br>20.10.201.112<br><br>2017-18<br>302-3290 RMRA<br>20.20.201.112 | $814,000<br><br><br>$2,990,000 |

## 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-18-80** |
| 18<br>$1,574,000<br><br>Fresno<br>06-Fre-198<br>R14.5/R18.2 | In Fresno County, at various locations; also in Kern County, on Route 119 at various locations.<br>Outcome/Output: Rehabilitate corrugated metal pipe culverts and replace with Reinforced Concrete Pipe (RCP) or Polyvinyl Chloride (PVC) culverts.<br><br>Preliminary Engineering: Budget $1,247,000; Expended $938,217<br>PS&E: Budget $484,000; Expended $48,381<br>R/W Sup: Budget $165,000; Expended $14,296<br><br>(CEQA - CE, 1/30/2014; Re-validation 3/20/2019)<br>(NEPA - CE, 7/27/2017; Re-validation 3/20/2019) | 06-6802<br>SHOPP/18-19<br>CON ENG<br>$454,000<br>CONST<br>$1,206,000<br>0614000030<br>4<br>0R110 | 505-3290 RMRA<br>20.10.201.151<br><br>2017-18<br>302-3290 RMRA<br>20.20.201.151 | $454,000<br><br>$1,120,000 |

Performance Measure: Culverts (5 each)

| | Unit | Good | Fair | Poor | Quantity |
|---|---|---|---|---|---|
| Existing Condition | Linear feet | 184.0 | 0.0 | 110.0 | 294.0 |
| Post Condition | Linear feet | 294.0 | 0.0 | 0.0 | 294.0 |

| | | | | |
|---|---|---|---|---|
| 19<br>$4,934,000<br><br>Kern<br>06-Ker-5<br>5.8/8.8 | Near Lebec, from 1.4 miles north of Fort Tejon to 1.3 miles south of Grapevine Road. Outcome/Output: Rehabilitate drainage system by cleaning a drainage channel, replacing the bottom of the channel, and slurry any voids caused by erosion.<br><br>Preliminary Engineering: Budget $475,000; Expended $453,742<br>PS&E: Budget $686,000; Expended $482,180<br>R/W Sup: Budget $100,000; Expended $15,136<br><br>(CEQA - MND, 2/1/2018)<br>(NEPA - CE, 2/5/2018; Re-validation 11/30/2018)<br><br>(Concurrent consideration of funding under Resolution E-19-53; June 2019.) | 06-6749<br>SHOPP/18-19<br>CON ENG<br>$690,000<br>CONST<br>$5,100,000<br>0613000243<br>4<br>0Q820 | 505-3290 RMRA<br>20.10.201.151<br><br>2017-18<br>302-3290 RMRA<br>20.20.201.151 | $690,000<br><br>$4,244,000 |

Performance Measure: Culverts (23 each)

| | Unit | Good | Fair | Poor | Quantity |
|---|---|---|---|---|---|
| Existing Condition | Linear feet | 0.0 | 0.0 | 3,644.0 | 3,644.0 |
| Post Condition | Linear feet | 3,644.0 | 0.0 | 0.0 | 3,644.0 |

## 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-18-80** |
| 20<br>$3,510,000<br><br>Tulare<br>06-Tul-99<br>28.3/31.0 | In Tulare, from 0.3 mile south of Bardsley Avenue to 0.4 mile north of Prosperity Avenue. Outcome/Output: Improve highway worker safety by paving areas beyond the gore and narrow locations, and constructing maintenance access roads. This project will reduce the frequency and duration of exposure to traffic and improve safety for highway workers.<br><br>Performance Measure:<br>Planned: 26, Actual: 26 Location(s)<br><br>Preliminary Engineering — Budget — Expended<br>PA&ED $330,000 $137,353<br>PS&E $886,400 $882,843<br>R/W Sup $24,000 $13,940<br><br>(CEQA - CE, 7/24/2017; Re-validation 3/8/2019)<br>(NEPA - CE, 7/24/2017; Re-validation 3/8/2019) | 06-6700<br>SHOPP/18-19<br>CON ENG<br>$430,000<br>CONST<br>$2,700,000<br>0614000051<br>4<br>0R170 | 001-0042 SHA<br>001-0890 FTF<br>20.10.201.235<br><br>2018-19<br>302-0042 SHA<br>302-0890 FTF<br>20.20.201.235 | $58,000<br>$444,000<br>$502,000<br><br><br>$345,000<br>$2,663,000<br>$3,008,000 |
| 21<br>$4,839,000<br><br>Los Angeles<br>07-LA-10<br>R2.1/R11.1 | In the cities of Los Angeles and Santa Monica, from Route 1 (PM 2.155) to 0.3 mile west of Crenshaw Boulevard. Outcome/Output: Improve worker safety by paving beyond gore areas, installing vegetation control, modifying irrigation systems, and installing sign posts with slip bases. This project will reduce the frequency and duration of exposure to traffic and improve safety for highway workers.<br><br>Performance Measure:<br>Planned: 214, Actual: 214 Location(s)<br><br>Preliminary Engineering — Budget — Expended<br>PA&ED $426,000 $351,109<br>PS&E $1,560,000 $774,720<br>R/W Sup $48,000 $27,227<br><br>(CEQA - CE, 12/20/2017; Re-validation 3/7/2019)<br>(NEPA - CE, 12/20/2017; Re-validation 3/7/2019) | 07-4715<br>SHOPP/18-19<br>CON ENG<br>$1,100,000<br>CONST<br>$5,464,000<br>0714000055<br>4<br>30420 | 001-0042 SHA<br>001-0890 FTF<br>20.10.201.235<br><br>2018-19<br>302-0042 SHA<br>302-0890 FTF<br>20.20.201.235 | $93,000<br>$1,007,000<br>$1,100,000<br><br><br>$315,000<br>$3,424,000<br>$3,739,000 |

## 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-18-80** |
| 22<br>$3,574,000<br><br>Los Angeles<br>07-LA-14<br>R24.8/R31.4 | In and near Santa Clarita, from Route 5 to Canyon Park Boulevard. Outcome/Output: Improve worker safety by constructing roadside safety improvements, such as Maintenance Vehicle Pullouts (MVPs), vegetation control, tamper-resistant pull box covers, and access gates. This project will reduce the frequency and duration of exposure to traffic and improve safety for highway workers.<br><br>Performance Measure:<br>Planned: 102, Actual: 97 Location(s)<br><br>Preliminary Engineering / Budget / Expended<br>PA&ED $396,000 $277,247<br>PS&E $671,900 $611,418<br>R/W Sup $5,000 $4,790<br><br>(CEQA - CE, 12/7/2017; Re-validation 3/4/2019)<br>(NEPA - CE, 12/7/2017; Re-validation 3/4/2019) | 07-4809<br>SHOPP/18-19<br>CON ENG<br>$1,400,000<br>CONST<br>$3,152,000<br>0715000007<br>4<br>31080 | 001-0042 SHA<br>001-0890 FTF<br>20.10.201.235<br><br>2018-19<br>302-0042 SHA<br>302-0890 FTF<br>20.20.201.235 | $161,000<br>$1,239,000<br>$1,400,000<br><br><br>$249,000<br>$1,925,000<br>$2,174,000 |
| 23<br>$18,239,000<br><br>Los Angeles<br>07-LA-39<br>R31.2 | Near Azusa, at the North Fork San Gabriel River Bridge No. 53-2245. Outcome/Output: Replace bridge with a new single-span structure on an alignment to the south, install guardrail, and construct a Maintenance Vehicle Pullout (MVP).<br><br>Preliminary Engineering / Budget / Expended<br>PA&ED $0 $0<br>PS&E $1,930,000 $814,820<br>R/W Sup $20,000 $6,342<br><br>(CEQA - ND, 10/19/2009; Re-validation 3/27/2019)<br>(NEPA - FONSI, 10/19/2009; Re-validation 3/27/2019)<br><br>(Future consideration of funding approved under Resolution E-10-09; February 2010.)<br><br>(SB 1 Baseline Agreement approved under Resolution SHOPP-P-1819-04B; October 2018.)<br><br>Performance Measure: Bridges (1 bridge(s))<br>Unit / Good / Fair / Poor / Quantity<br>Existing Condition Square feet 0.0 0.0 7,040.0 7,040.0<br>Post Condition Square feet 7,912.0 0.0 0.0 7,912.0 | 07-5298<br>SHOPP/18-19<br>CON ENG<br>$4,476,000<br>CONST<br>$11,742,000<br>0718000018<br>4<br>34340 | 505-3290 RMRA<br>001-0890 FTF<br>20.10.201.111<br><br>2017-18<br>302-3290 RMRA<br>302-0890 FTF<br>20.20.201.111 | $513,000<br>$3,963,000<br>$4,476,000<br><br><br>$1,579,000<br>$12,184,000<br>$13,763,000 |

## 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-18-80** |
| 24<br>$4,156,000<br><br>Los Angeles<br>07-LA-110<br>3.8/6.5 | In the cities of Los Angeles and Carson, from L Street to 223rd Street. Outcome/Output: Construct storm water treatment Best Management Practices (BMPs) and Maintenance Vehicle Pullouts (MVPs). The purpose of this project is to comply with the statewide National Pollution Discharge Elimination System (NPDES) permit.<br><br>Performance Measure:<br>Planned: 29.6, Actual: 17.2 Acre(s) treated/pollutant<br><br>Preliminary Engineering — Budget — Expended<br>PA&ED $943,000 $772,424<br>PS&E $1,568,000 $813,859<br>R/W Sup $300,000 $5,072<br><br>(CEQA - CE, 4/18/2018; Re-validation 3/13/2019)<br>(NEPA - CE, 4/18/2018; Re-validation 3/13/2019) | 07-4174<br>SHOPP/18-19<br>CON ENG<br>$1,900,000<br>CONST<br>$9,900,000<br>0700000525<br>4<br>27610 | 001-0042 SHA<br>001-0890 FTF<br>20.10.201.335<br><br>2018-19<br>302-0042 SHA<br>302-0890 FTF<br>20.20.201.335 | $136,000<br>$1,477,000<br>$1,613,000<br><br><br>$214,000<br>$2,329,000<br>$2,543,000 |
| 25<br>$4,038,000<br><br>Los Angeles<br>07-LA-110<br>11.0 | Near Gardena, at 0.2 mile south of Redondo Beach Boulevard. Outcome/Output: Construct a new 36-inch Reinforced Concrete Pipe (RCP) to replace the existing culvert, which does not drain. This project will facilitate proper drainage and prevent local flooding.<br><br>Preliminary Engineering — Budget — Expended<br>PA&ED $310,000 $173,340<br>PS&E $1,325,000 $600,658<br>R/W Sup $20,000 $3,873<br><br>(CEQA - CE, 10/1/2018; Re-validation 9/27/2018)<br>(NEPA - CE, 10/1/2018; Re-validation 9/27/2018)<br><br>Performance Measure: Culverts (1 each)<br>Existing Condition — Linear feet — Good 0.0 — Fair 0.0 — Poor 621.0 — Quantity 621.0<br>Post Condition — Linear feet — Good 117.0 — Fair 0.0 — Poor 0.0 — Quantity 117.0 | 07-4849<br>SHOPP/18-19<br>CON ENG<br>$1,200,000<br>CONST<br>$2,820,000<br>0715000095<br>4<br>31380 | 505-3290 RMRA<br>20.10.201.151<br><br>2017-18<br>302-3290 RMRA<br>20.20.201.151 | $1,200,000<br><br><br><br>$2,838,000 |

## 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-18-80** |
| 26<br>$6,702,000<br><br>Los Angeles<br>07-LA-110<br>13.4/23.1 | In the city of Los Angeles, from 0.1 mile south of 120th Street to 3rd Street at various locations. Outcome/Output: Construct gross solid removal devices, biofiltration devices, and a detention basin. The purpose of this project is to comply with the statewide National Pollution Discharge Elimination System (NPDES) permit.<br><br>Performance Measure:<br>Planned: 30.8, Actual: 25.7 Acre(s) treated/pollutant<br><br>Preliminary Engineering — Budget — Expended<br>PA&ED — $903,000 — $860,590<br>PS&E — $1,855,000 — $1,003,153<br>R/W Sup — $30,000 — $3,178<br><br>(CEQA - CE, 3/15/2018; Re-validation 3/26/2019)<br>(NEPA - CE, 3/15/2018; Re-validation 3/26/2019) | 07-3279<br>SHOPP/18-19<br>CON ENG<br>$2,234,000<br>CONST<br>$11,000,000<br>0714000081<br>4<br>23830 | 001-0042 SHA<br>001-0890 FTF<br>20.10.201.335<br><br>2018-19<br>302-0042 SHA<br>302-0890 FTF<br>20.20.201.335 | $188,000<br>$2,046,000<br>$2,234,000<br><br><br>$377,000<br>$4,091,000<br>$4,468,000 |
| 27<br>$4,975,000<br><br>Los Angeles<br>07-LA-110<br>18.8/23.8 | In the city of Los Angeles, from West 47th Street to Sunset Boulevard. Outcome/Output: Upgrade guardrail, replace crash attenuators, and construct concrete barriers. This project will reduce the number and severity of collisions.<br><br>Performance Measure:<br>Planned: 13, Actual: 13 Collision(s) reduced<br><br>Preliminary Engineering — Budget — Expended<br>PA&ED — $984,300 — $722,569<br>PS&E — $2,280,000 — $960,430<br>R/W Sup — $45,000 — $6,380<br><br>(CEQA - CE, 7/23/2018; Re-validation 3/22/2019)<br>(NEPA - CE, 7/23/2018; Re-validation 3/22/2019) | 07-4785<br>SHOPP/18-19<br>CON ENG<br>$1,357,000<br>CONST<br>$4,520,000<br>0714000264<br>4<br>30910 | 001-0890 FTF<br>20.10.201.015<br><br>2018-19<br>302-0890 FTF<br>20.20.201.015 | $1,357,000<br><br><br><br>$3,618,000 |
| 28<br>$2,556,000<br><br>Los Angeles<br>07-LA-134<br>R6.3/R8.3 | In Glendale, from 0.3 mile west of North Pacific Avenue to Chevy Chase Drive at three locations. Outcome/Output: Restore drainage systems by replacing damaged culverts.<br><br>Preliminary Engineering — Budget — Expended<br>PA&ED — $420,000 — $255,608<br>PS&E — $1,200,000 — $544,262<br>R/W Sup — $50,000 — $2,185<br><br>(CEQA - CE, 9/22/2017; Re-validation 3/1/2019)<br>(NEPA - CE, 9/22/2017; Re-validation 3/1/2019)<br><br>Performance Measure: Culverts (3 each)<br>Existing Condition — Linear feet — Good 0.0 — Fair 0.0 — Poor 480.0 — Quantity 480.0<br>Post Condition — Linear feet — Good 480.0 — Fair 0.0 — Poor 0.0 — Quantity 480.0 | 07-4848<br>SHOPP/18-19<br>CON ENG<br>$1,175,000<br>CONST<br>$1,810,000<br>0715000093<br>4<br>31370 | 505-3290 RMRA<br>20.10.201.151<br><br>2017-18<br>302-3290 RMRA<br>20.20.201.151 | $1,175,000<br><br><br><br>$1,381,000 |

## 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-18-80** |
| 29<br>$25,230,000<br><br>Los Angeles<br>07-LA-138<br>0.0/36.9 | Near Gorman and Lancaster, from Route 5 to Route 14. Outcome/Output: Rehabilitate pavement by overlaying with rubberized asphalt, upgrading and extending guardrail, installing rumble strips, upgrading sign panels, and improving existing drainage facilities. This project will improve safety and ride quality.<br><br>Preliminary Engineering / Budget / Expended: PA&ED $510,000 / $81,975; PS&E $2,150,000 / $1,874,283; R/W Sup $22,000 / $3,745<br><br>(CEQA - CE, 12/13/2016; Re-validation 2/19/2019)<br>(NEPA - CE, 12/13/2016; Re-validation 2/19/2019)<br><br>(SB 1 Baseline Agreement approved under Resolution SHOPP-P-1819-04B; October 2018.)<br><br>Performance Measure: Pavement — Existing Condition: Lane mile(s); Good 10.3; Fair 68.0; Poor 0.0; Quantity 78.3. Post Condition: Lane mile(s); Good 78.3; Fair 0.0; Poor 0.0; Quantity 78.3 | 07-4804<br>SHOPP/18-19<br>CON ENG<br>$3,550,000<br>CONST<br>$21,879,000<br>0715000001<br>4<br>31040 | 505-3290 RMRA<br>001-0890 FTF<br>20.10.201.121<br><br>2017-18<br>802-3290 RMRA<br>2018-19<br>302-0890 FTF<br>20.20.201.121 | $407,000<br>$3,143,000<br>$3,550,000<br><br><br>$2,487,000<br><br>$19,193,000<br>$21,680,000 |
| 30<br>$3,573,000<br><br>Los Angeles<br>07-LA-210<br>R25.0/R32.8 | In Pasadena, Arcadia and Monrovia, from Route 710 to 0.1 mile west of Huntington Drive. Outcome/Output: Improve worker safety by paving in areas beyond the gore, paving narrow areas, installing Maintenance Vehicle Pullouts (MVPs), installing access gates, and extending safety cable railing. This project will reduce the frequency and duration of exposure to traffic and improve safety for highway workers.<br><br>Performance Measure:<br>Planned: 47, Actual: 47 Location(s)<br><br>Preliminary Engineering / Budget / Expended: PA&ED $358,000 / $305,496; PS&E $1,170,000 / $1,026,981; R/W Sup $31,000 / $1,744<br><br>(CEQA - CE, 11/6/2017; Re-validation 3/28/2019)<br>(NEPA - CE, 11/6/2017; Re-validation 3/28/2019) | 07-4708<br>SHOPP/18-19<br>CON ENG<br>$850,000<br>CONST<br>$2,624,000<br>0714000031<br>4<br>30360 | 001-0042 SHA<br>001-0890 FTF<br>20.10.201.235<br><br>2018-19<br>302-0042 SHA<br>302-0890 FTF<br>20.20.201.235 | $82,000<br>$893,000<br>$975,000<br><br><br>$219,000<br>$2,379,000<br>$2,598,000 |

## 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-18-80** |
| 31<br>$5,679,000<br><br>Los Angeles<br>07-LA-210<br>R33.1/R44.1 | In the cities of Monrovia, Duarte, Irwindale, Azusa and Glendora, from 0.4 mile west of Huntington Drive to Route 57. Outcome/Output: Improve worker safety by constructing access gates, cable railing, concrete paving, rock blankets, and Maintenance Vehicle Pullouts (MVPs). This project will reduce the frequency and duration of exposure to traffic and improve safety for highway workers.<br><br>Performance Measure:<br>Planned: 44, Actual: 44 Location(s)<br><br>Preliminary Engineering / Budget / Expended<br>PA&ED $424,000 $220,818<br>PS&E $1,400,000 $888,208<br>R/W Sup $28,000 $6,215<br><br>(CEQA - CE, 4/21/2017; Re-validation 4/17/2019)<br>(NEPA - CE, 4/21/2017; Re-validation 4/17/2019) | 07-4707<br>SHOPP/18-19<br>CON ENG<br>$1,252,000<br>CONST<br>$5,488,000<br>0714000030<br>4<br>30190 | 001-0042 SHA<br>001-0890 FTF<br>20.10.201.235<br><br>2018-19<br>302-0042 SHA<br>302-0890 FTF<br>20.20.201.235 | $106,000<br>$1,146,000<br>$1,252,000<br><br><br>$373,000<br>$4,054,000<br>$4,427,000 |
| 32<br>$3,110,000<br><br>Los Angeles<br>07-LA-405<br>42.9 | In Van Nuys, at Saticoy Street. Outcome/Output: Replace Weigh-in-Motion (WIM) systems in the northbound and southbound lanes.<br><br>Performance Measure:<br>Planned: 1, Actual: 1 Location(s)<br><br>Preliminary Engineering / Budget / Expended<br>PA&ED $586,000 $115,952<br>PS&E $983,000 $607,514<br>R/W Sup $12,000 $7,697<br><br>(CEQA - CE, 11/16/2017; Re-validation 11/19/2018)<br>(NEPA - CE, 11/16/2017; Re-validation 11/19/2018) | 07-4724<br>SHOPP/18-19<br>CON ENG<br>$890,000<br>CONST<br>$2,195,000<br>0714000097<br>4<br>30510 | 001-0042 SHA<br>001-0890 FTF<br>20.10.201.321<br><br>2018-19<br>302-0042 SHA<br>302-0890 FTF<br>20.20.201.321 | $86,000<br>$934,000<br>$1,020,000<br><br><br>$176,000<br>$1,914,000<br>$2,090,000 |

## 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-18-80** |
| 33<br>$14,838,000<br><br>Los Angeles<br>07-LA-605<br>R0.0/26.0 | In various cities, from Orange County line to Route 210; also on Route 2 at the Transportation Management Center (TMC) (PM R18.7) and Route 5 (PM 6.8).<br>Outcome/Output: Upgrade Transportation Management System (TMS) by replacing existing copper cables with fiber optic cables, upgrading the communication system to be Internet Protocol (IP) ready, and upgrading TMS field elements, such as cameras, ramp metering systems, vehicle detection systems, and changeable message signs. These improvements will help to better manage congestion and incident response. | 07-4819<br>SHOPP/18-19<br>CON ENG<br>$3,220,000<br>CONST<br>$11,618,000<br>0715000016<br>4<br>31190 | 505-3290 RMRA<br>001-0890 FTF<br>20.10.201.315<br><br>2017-18<br>802-3290 RMRA<br>2018-19<br>302-0890 FTF<br>20.20.201.315 | $369,000<br>$2,851,000<br>$3,220,000<br><br><br>$1,333,000<br><br>$10,285,000<br>$11,618,000 |

Preliminary Engineering

| | Budget | Expended |
|---|---|---|
| PA&ED | $20,000 | $21,040 |
| PS&E | $2,199,000 | $1,230,313 |
| R/W Sup | $202,200 | $1,501 |

(CEQA - CE, 4/29/2015; Re-validation 4/3/2019)
(NEPA - CE, 4/29/2015; Re-validation 4/3/2019)

Performance Measure: TMS Elements

| | Unit | Good (Operational) | Poor (Not Operational) | Quantity |
|---|---|---|---|---|
| Existing Condition | Field element(s) | 0.0% | 100.0% | 115.0 |
| Post Condition | Field element(s) | 100.0% | 0.0% | 115.0 |

| | | | | |
|---|---|---|---|---|
| 34<br>$3,172,000<br><br>Ventura<br>07-Ven-101<br>27.5/31.0 | In the city of Ventura, from 0.9 mile south of Seaward Avenue to 0.1 mile north of Route 33.<br>Outcome/Output: Stabilize soil and control erosion by planting trees, shrubs, and ground cover plants. This project will prevent erosion, improve infiltration, and contain some pollutants on site.<br><br>Performance Measure:<br>Planned: 22.5, Actual: 21.8 Acre(s) treated/pollutant | 07-4813<br>SHOPP/18-19<br>CON ENG<br>$959,000<br>CONST<br>$1,823,000<br>0715000009<br>4<br>31130 | 001-0042 SHA<br>001-0890 FTF<br>20.10.201.335<br><br>2018-19<br>302-0042 SHA<br>302-0890 FTF<br>20.20.201.335 | $116,000<br>$894,000<br>$1,010,000<br><br><br>$248,000<br>$1,914,000<br>$2,162,000 |

Preliminary Engineering

| | Budget | Expended |
|---|---|---|
| PA&ED | $394,000 | $298,172 |
| PS&E | $1,303,000 | $1,086,972 |
| R/W Sup | $24,000 | $17,557 |

(CEQA - CE, 4/28/2017; Re-validation 3/21/2019)
(NEPA - CE, 4/28/2017; Re-validation 3/21/2019)

## 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-18-80** |
| 35<br>$4,670,000<br><br>Ventura<br>07-Ven-118<br>R24.1/R29.7 | In Simi Valley, from 0.3 mile east of First Street to 0.1 mile east of Yosemite Street. Outcome/Output: Improve worker safety by constructing Maintenance Vehicle Pullouts (MVPs) and access roads, paving gore areas, installing gates, and relocating signs. This project will reduce the frequency and duration of exposure to traffic and improve safety for highway workers.<br><br>Performance Measure:<br>Planned: 100, Actual: 111 Location(s)<br><br>Preliminary Engineering — Budget — Expended<br>PA&ED $710,000 $475,628<br>PS&E $1,762,000 $1,689,540<br>R/W Sup $40,000 $3,019<br><br>(CEQA - CE, 3/28/2017; Re-validation 3/12/2019)<br>(NEPA - CE, 3/28/2017; Re-validation 3/12/2019) | 07-4894<br>SHOPP/18-19<br>CON ENG<br>$1,292,000<br>CONST<br>$3,250,000<br>0715000210<br>4<br>31650 | 001-0042 SHA<br>001-0890 FTF<br>20.10.201.235<br><br>2018-19<br>302-0042 SHA<br>302-0890 FTF<br>20.20.201.235 | $155,000<br>$1,195,000<br>$1,350,000<br><br><br>$381,000<br>$2,939,000<br>$3,320,000 |
| 36<br>$4,088,000<br><br>Ventura<br>07-Ven-126<br>R10.2/R12.7 | In Santa Paula, from Peck Road to Santa Paula Creek. Outcome/Output: Stabilize soil and prevent erosion by installing new irrigation equipment and landscaping. Areas unsuitable for landscaping will be covered by concrete or rock blanket.<br><br>Performance Measure:<br>Planned: 22.5, Actual: 7.2 Acre(s) treated/pollutant<br><br>Preliminary Engineering — Budget — Expended<br>PA&ED $368,000 $277,593<br>PS&E $1,292,000 $1,006,669<br>R/W Sup $102,000 $2,834<br><br>(CEQA - CE, 3/9/2017; Re-validation 1/14/2019)<br>(NEPA - CE, 3/9/2017; Re-validation 1/14/2019) | 07-4815<br>SHOPP/18-19<br>CON ENG<br>$1,379,000<br>CONST<br>$2,431,000<br>0715000012<br>4<br>31150 | 001-0042 SHA<br>001-0890 FTF<br>20.10.201.335<br><br>2018-19<br>302-0042 SHA<br>302-0890 FTF<br>20.20.201.335 | $166,000<br>$1,284,000<br>$1,450,000<br><br><br>$303,000<br>$2,335,000<br>$2,638,000 |
| 37<br>$9,244,000<br><br>Riverside<br>08-Riv-10<br>0.0/R156.5 | In Riverside County, on Routes 10, 15, 71 and 215 at various locations. Outcome/Output: Replace deteriorated guide signs with new signs that include retroreflective panels to meet current standards. This project will enhance visibility and legibility to motorists and provide uniformity.<br><br>Performance Measure:<br>Planned: 758, Actual: 758 Sign(s)<br><br>Preliminary Engineering — Budget — Expended<br>PA&ED $333,000 $324,010<br>PS&E $722,000 $531,239<br>R/W Sup $45,000 $17,726<br><br>(CEQA - CE, 8/23/2017; Re-validation 4/30/2019)<br>(NEPA - CE, 8/23/2017; Re-validation 4/30/2019) | 08-3005C<br>SHOPP/18-19<br>CON ENG<br>$1,214,000<br>CONST<br>$9,069,000<br>0815000162<br>4<br>1F372 | 001-0042 SHA<br>001-0890 FTF<br>20.10.201.170<br><br>2018-19<br>302-0042 SHA<br>302-0890 FTF<br>20.20.201.170 | $142,000<br>$1,100,000<br>$1,242,000<br><br><br>$918,000<br>$7,084,000<br>$8,002,000 |

## 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-18-80** |
| 38<br>$1,504,000<br><br>Riverside<br>08-Riv-74<br>7.0/R14.4 | In and near Lake Elsinore, from 4.8 miles west of Grand Avenue to Lash Street. Outcome/Output: Stabilize slopes using native vegitation hydroseed and gravel mulch in order to reduce erosion. The purpose of this project is to comply with the statewide National Pollution Discharge Elimination System (NPDES) permit.<br><br>Performance Measure:<br>Planned: 12.0, Actual: 12.0 Acre(s) treated/pollutant<br><br>Preliminary Engineering — Budget — Expended<br>PA&ED — $470,000 — $443,791<br>PS&E — $505,000 — $316,003<br>R/W Sup — $20,000 — $8,397<br><br>(CEQA - CE, 11/28/2018; Re-validation 2/7/2019)<br>(NEPA - CE, 11/28/2018; Re-validation 2/7/2019) | 08-3001Y<br>SHOPP/18-19<br>CON ENG<br>$495,000<br>CONST<br>$2,918,000<br>0812000334<br>4<br>1C590 | 001-0042 SHA<br>001-0890 FTF<br>20.10.201.335<br><br>2018-19<br>302-0042 SHA<br>302-0890 FTF<br>20.20.201.335 | $57,000<br>$438,000<br>$495,000<br><br><br>$116,000<br>$893,000<br>$1,009,000 |
| 39<br>$9,331,000<br><br>Riverside<br>08-Riv-79<br>0.0/15.6 | Near Temecula, from San Diego County line to Temecula city limits. Outcome/Output: Rehabilitate pavement by grinding and placing asphalt, upgrade dikes, upgrade Americans with Disabilities Act (ADA) curb ramps, upgrade guardrail, and install vegetation control. This project will preserve and extend the life of the existing pavement and improve ride quality.<br><br>Preliminary Engineering — Budget — Expended<br>PA&ED — $1,133,000 — $698,895<br>PS&E — $926,000 — $789,849<br>R/W Sup — $17,000 — $12,444<br><br>(CEQA - CE, 6/27/2018; Re-validation 5/1/2019)<br>(NEPA - CE, 6/27/2018; Re-validation 5/1/2019)<br><br>Performance Measure: Pavement<br>Existing Condition — Lane mile(s) — Good 0.0 — Fair 5.0 — Poor 27.5 — Quantity 32.5<br>Post Condition — Lane mile(s) — Good 32.5 — Fair 0.0 — Poor 0.0 — Quantity 32.5 | 08-0066Q<br>SHOPP/18-19<br>CON ENG<br>$800,000<br>CONST<br>$8,742,000<br>0815000016<br>4<br>1F690 | 505-3290 RMRA<br>20.10.201.121<br><br>2017-18<br>802-3290 RMRA<br>20.20.201.121 | $800,000<br><br><br><br>$8,531,000 |

## 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-18-80** |
| 40<br>$3,679,000<br><br>San Bernardino<br>08-SBd-210<br>10.5/12.7 | In Rancho Cucamonga and Fontana, from East Avenue to 0.2 mile west of Beech Avenue; also on Route 15, at Route 210/15 Separation. Outcome/Output: Upgrade Transportation Management System (TMS) by installing Closed Circuit TV (CCTV) cameras and installing new communications conduit to connect to vehicle detection equipment. These improvements will help reduce congestion and improve operational efficiency.<br><br>Preliminary<br>Engineering / Budget / Expended<br>PA&ED $410,000 $395,845<br>PS&E $649,000 $564,731<br>R/W Sup $70,000 $33,682<br><br>(CEQA - CE, 2/1/2018; Re-validation 2/13/2019)<br>(NEPA - CE, 2/1/2018; Re-validation 2/13/2019)<br><br>Performance Measure: TMS Elements<br>Unit / Good (Operational) / Poor (Not Operational) / Quantity<br>Existing Condition Field element(s) 0.0% 0.0% 0.0<br>Post Condition Field element(s) 100.0% 0.0% 4.0 | 08-3003X<br>SHOPP/18-19<br>CON ENG<br>$450,000<br>CONST<br>$2,692,000<br>0815000170<br>4<br>1G210 | 505-3290 RMRA<br>20.10.201.315<br><br>2017-18<br>802-3290 RMRA<br>20.20.201.315 | $526,000<br><br><br><br>$3,153,000 |
| 41<br>$2,449,000<br><br>San Bernardino<br>08-SBd-210<br>R21.7/R33.2 | In San Bernardino County, on Routes 71, 210, 215 and 259 at various locations. Outcome/Output: Replace deteriorated guide sign panels with new panels that include retroreflective sheeting to meet current standards. The project will enhance visibility to motorists and provide uniformity.<br><br>Performance Measure:<br>Planned: 149, Actual: 149 Sign(s)<br><br>Preliminary<br>Engineering / Budget / Expended<br>PA&ED $301,000 $275,159<br>PS&E $614,000 $447,206<br>R/W Sup $32,000 $17,586<br><br>(CEQA - CE, 9/1/2017; Re-validation 5/1/2019)<br>(NEPA - CE, 9/1/2017; Re-validation 5/1/2019) | 08-3005A<br>SHOPP/18-19<br>CON ENG<br>$625,000<br>CONST<br>$2,069,000<br>0816000011<br>4<br>1F362 | 001-0042 SHA<br>001-0890 FTF<br>20.10.201.170<br><br>2018-19<br>302-0042 SHA<br>302-0890 FTF<br>20.20.201.170 | $57,000<br>$443,000<br>$500,000<br><br><br>$224,000<br>$1,725,000<br>$1,949,000 |

## 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-18-80** |
| 42<br>$2,763,000<br><br>Amador<br>10-Ama-88<br>Var | In Amador County, on Route 88 and in Tuolumne County on Routes 120,108 and 49, at various locations. Outcome/Output: Rehabilitate culverts using cured-in-place pipe lining, repair joints, and replace culverts.<br><br>Preliminary<br>Engineering / Budget / Expended<br>PA&ED $475,000 $453,809<br>PS&E $777,500 $378,000<br>R/W Sup $65,000 $12,861<br><br>(CEQA - MND, 2/1/2018; Re-validation 3/21/2019)<br>(NEPA - CE, 2/1/2018; Re-validation 3/21/2019)<br><br>(Future consideration of funding approved under Resolution E-18-137; October 2018.)<br><br>Performance Measure: Culverts (35 each)<br>Unit / Good / Fair / Poor / Quantity<br>Existing Condition: Linear feet / 0.0 / 180.0 / 2,545.0 / 2,725.0<br>Post Condition: Linear feet / 2,725.0 / 0.0 / 0.0 / 2,725.0 | 10-3119<br>SHOPP/18-19<br>CON ENG<br>$616,000<br>CONST<br>$2,640,000<br>1015000004<br>4<br>1C690 | 505-3290 RMRA<br>20.10.201.151<br><br>2017-18<br>302-3290 RMRA<br>20.20.201.151 | $616,000<br><br>$2,147,000 |
| 43<br>$3,618,000<br><br>Merced<br>10-Mer-5<br>0.4/0.9 | Near Firebaugh, at the John "Chuck" Erreca Safety Roadside Rest Area (SRRA). Outcome/Output: Upgrade public water and wastewater system in compliance with Federal and State statutes and regulatory requirements.<br><br>Performance Measure:<br>Planned: 1, Actual: 1 Location(s)<br><br>Preliminary<br>Engineering / Budget / Expended<br>PA&ED $420,000 $417,664<br>PS&E $1,132,800 $1,127,743<br>R/W Sup $0 $0<br><br>(CEQA - CE, 12/14/2015; Re-validation 4/17/2019)<br>(NEPA - CE, 12/14/2015; Re-validation 4/17/2019)<br><br>(Time Extension FY 17-18 CONST and CON ENG expires on March 29, 2020.) | 10-3008<br>SHOPP/17-18<br>CON ENG<br>$827,000<br>CONST<br>$2,271,000<br>1012000020<br>4<br>0W620 | 001-0042 SHA<br>001-0890 FTF<br>20.10.201.235<br><br>2018-19<br>302-0042 SHA<br>302-0890 FTF<br>20.20.201.235 | $77,000<br>$831,000<br>$908,000<br><br>$228,000<br>$2,482,000<br>$2,710,000 |

## 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-18-80** |
| 44<br>$718,000<br><br>Stanislaus<br>10-Sta-108<br>Var | Near Riverbank, at 2nd Street and 4th Street. Outcome/Output: Upgrade curb ramps and reconstruct sidewalk to Americans with Disabilities Act (ADA) standards.<br><br>Performance Measure:<br>Planned: 6, Actual: 6 Curb ramp(s)<br><br>Preliminary Engineering — Budget — Expended<br>PA&ED — $0 — $0<br>PS&E — $815,000 — $539,814<br>R/W Sup — $180,000 — $56,111<br><br>(CEQA - CE, 9/1/2015; Re-validation 3/26/2019)<br>(NEPA - CE, 9/1/2015; Re-validation 3/26/2019) | 10-3010B<br>SHOPP/18-19<br>CON ENG<br>$300,000<br>CONST<br>$530,000<br>1017000155<br>4<br>0W902 | 001-0042 SHA<br>20.10.201.361<br><br>2018-19<br>302-0042 SHA<br>20.20.201.361 | $307,000<br><br>$411,000 |
| 45<br>$24,148,000<br><br>Tuolumne<br>10-Tuo-120<br>32.5/R56.5 | Near Buck Meadows, from Ferretti Road to Yosemite National Park boundary. Outcome/Output: Rehabilitate pavement by placing an asphalt overlay, upgrade dikes, repair culvert, upgrade guard rail, upgrade Transportation Management System (TMS) elements, and install bicycle friendly grates on drainage systems. This project will extend pavement service life and improve ride quality.<br><br>Preliminary Engineering — Budget — Expended<br>PA&ED — $1,000,000 — $493,418<br>PS&E — $1,158,000 — $613,493<br>R/W Sup — $55,000 — $5,450<br><br>(CEQA - CE, 12/14/2017; Re-validation 2/20/2019)<br>(NEPA - CE, 12/14/2017; Re-validation 2/20/2019)<br><br>(SB 1 Baseline Agreement approved under Resolution SHOPP-P-1819-04B, October 2018.) | 10-0335<br>SHOPP/18-19<br>CON ENG<br>$2,793,000<br>CONST<br>$20,520,000<br>1013000254<br>4<br>0E960 | 505-3290 RMRA<br>001-0890 FTF<br>20.10.201.121<br><br>2017-18<br>802-3290 RMRA<br>2018-19<br>302-0890 FTF<br>20.20.201.121 | $320,000<br>$2,473,000<br>$2,793,000<br><br>$2,449,000<br><br>$18,906,000<br>$21,355,000 |

Performance Measure: Pavement

| | Unit | Good | Fair | Poor | Quantity |
|---|---|---|---|---|---|
| Existing Condition | Lane mile(s) | 16.5 | 24.6 | 0.0 | 41.1 |
| Post Condition | Lane mile(s) | 41.1 | 0.0 | 0.0 | 41.1 |

## 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-18-80** |
| 46<br>$1,561,000<br><br>Orange<br>12-Ora-1<br>20.5/20.9 | In Newport Beach, from 0.1 mile north of Superior Avenue to 60th Street. Outcome/Output: Rehabilitate drainage system by removing collected silt, adding erosion control to limit future sedimentation, and installing access doors.<br><br>Preliminary Engineering / Budget / Expended: PA&ED $299,700 / $299,629; PS&E $600,000 / $442,250; R/W Sup $0 / $0<br><br>(CEQA - CE, 10/2/2017; Re-validation 3/27/2019)<br>(NEPA - CE, 10/2/2017; Re-validation 3/27/2019)<br><br>Performance Measure: Culverts (14 each)<br>Existing Condition: Linear feet; Good 0.0; Fair 0.0; Poor 2,000.0; Quantity 2,000.0<br>Post Condition: Linear feet; Good 2,000.0; Fair 0.0; Poor 0.0; Quantity 2,000.0 | 12-2403A<br>SHOPP/18-19<br>CON ENG<br>$400,000<br>CONST<br>$1,095,000<br>1215000009<br>4<br>0N930 | 505-3290 RMRA<br>20.10.201.151<br><br>2017-18<br>302-3290 RMRA<br>20.20.201.151 | $400,000<br><br>$1,161,000 |
| 47<br>$1,915,000<br><br>Orange<br>12-Ora-22<br>R9.1 | In Garden Grove, at the Haster Street westbound offramp. Outcome/Output: Install new drainage system to increase drainage capacity and alleviate recurring flooding.<br><br>Preliminary Engineering / Budget / Expended: PA&ED $420,000 / $405,364; PS&E $720,000 / $629,175; R/W Sup $233,000 / $27,429<br><br>(CEQA - CE, 7/17/2017; Re-validation 3/25/2019)<br>(NEPA - CE, 7/17/2017; Re-validation 3/25/2019)<br><br>Performance Measure: Culverts (12 each)<br>Existing Condition: Linear feet; Good 0.0; Fair 0.0; Poor 0.0; Quantity 0.0<br>Post Condition: Linear feet; Good 814.5; Fair 0.0; Poor 0.0; Quantity 814.5 | 12-2948<br>SHOPP/18-19<br>CON ENG<br>$468,000<br>CONST<br>$1,149,000<br>1215000010<br>4<br>0N920 | 505-3290 RMRA<br>20.10.201.151<br><br>2017-18<br>302-3290 RMRA<br>20.20.201.151 | $556,000<br><br>$1,359,000 |

State of California
**DEPARTMENT OF TRANSPORTATION**

California State Transportation Agency

# MEMORANDUM

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

**CTC Meeting**: June 26-27, 2019

**From**: STEVEN KECK, Chief Financial Officer

**Reference Number**: 2.5b.(2), Action Item

**Prepared By**: Clark Paulsen, Chief
Division of Budgets

**Subject**: **ALLOCATION FOR SHOPP PROJECTS PA&ED, PS&E AND R/W SUPPORT RESOLUTION FP-18-81**

## ISSUE:

Should the California Transportation Commission (Commission) approve an allocation of $99,518,000 for Project Approval and Environmental Document (PA&ED), Plans, Specifications and Estimate (PS&E) and Right-of-Way (R/W) support for 98 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 $99,518,000 for 98 support phases in the SHOPP, as follows:

- $69,197,000 for 72 SHOPP support phases and
- $30,321,000 for 26 SHOPP Senate Bill 1 (SB 1) support phases.

The attached lists describe 98 SHOPP phases totaling $99,518,000 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 $99,518,000 be allocated for PA&ED, PS&E and R/W support for SHOPP projects described on the attached lists.

Attachments

**2.5 Highway Financial Matters**

| 2.5b.(2a) Support Allocations for SHOPP Projects | | | | | | | Resolution FP-18-81 |
|---|---|---|---|---|---|---|---|
| Project Number | Allocation Amount | District-County-Route Postmile | EA Project ID | Location/Description | PA&ED | PS&E | RW Support |
| 1 | $1,299,000 | 01-Del Norte-199 33.5/33.9 | 0F430 0116000005 | Near the Oregon State line, from 0.1 mile to 0.5 mile north of Collier Safety Roadside Rest Area (SRRA). Upgrade lighting and power control system at the Randolph Collier Tunnel No. 01 -0049. | | $1,213,000 | $86,000 |
| 2 | $1,473,000 | 01-Humboldt-36 25.4/26.0 | 0G921 0117000220 | Near Bridgeville, from Caltrans Maintenance Station to 0.6 mile east of Caltrans Maintenance Station. Construct soldier pile ground anchor wall to address the slide below the roadway. (Long Lead Project) | $1,473,000 | | |
| 3 | $1,947,000 | 01-Humboldt-101 | 0C110 0112000229 | In Eureka, at the District 1 Materials Laboratory located at the District Office complex (1726 Albee Street). Replace District 1 Materials Laboratory (L5731) at alternative site to address health, safety, accessibility, and operational deficiencies. | | $1,380,000 | $567,000 |
| 4 | $2,050,000 | 01-Humboldt-299 30.7/33.4 | 0J410 0119000025 | Near Willow Creek, from 0.1 mile east of Cedar Creek Road to 0.2 mile east of East Fork Willow Creek Bridge. Widen shoulders and improve curves at three locations. | $2,050,000 | | |
| 5 | $1,544,000 | 01-Humboldt-299 38.9/39.5 | 0F680 0116000044 | Near Willow Creek, from 0.1 mile west of Willow Way to Panther Road. Widen shoulders, upgrade Americans with Disabilities Act (ADA) curb ramps, and install a bus turn-out. | | $1,306,000 | $238,000 |

**2.5 Highway Financial Matters**

| 2.5b.(2a) Support Allocations for SHOPP Projects | | | | | | | Resolution FP-18-81 |
|---|---|---|---|---|---|---|---|
| Project Number | Allocation Amount | District-County-Route Postmile | EA Project ID | Location/Description | PA&ED | PS&E | RW Support |
| 6 | $883,000 | 01-Mendocino-101 1.4/1.7 | 0H810 0118000111 | Near Hopland, from 0.7 mile to 1.0 mile north of Geysers Road. Stabilize slope by constructing a soldier pile retaining wall and reinforce embankment. | $883,000 | | |
| 7 | $1,192,000 | 01-Mendocino-271 19.6/20.0 | 0H780 0118000106 | Near Piercy, from 0.1 mile to 0.5 mile north of Route 101. Repair slope by constructing a retaining wall, reconstruct roadway and shoulders. | $1,192,000 | | |
| 8 | $233,000 | 03-El Dorado-50 R11.0/R31.6 | 0H680 0316000010 | In El Dorado, Butte, Placer, Sacramento, Sutter, and Yolo Counties, on Routes 50, 65, 70, 80, 89, and 99 at various locations. Upgrade crash cushions and sand barrel arrays to make more durable. | | $203,000 | $30,000 |
| 9 | $1,500,000 | 03-El Dorado-50 36.0/36.4 | 3H970 0318000115 | Near Pollock Pines, east of Peavine Ridge Road/Hazel Valley Road. Repair recurring roadway slip-out by replacing horizontal drains, placing an underdrain system, repairing culverts and overlaying pavement. | | $1,420,000 | $80,000 |
| 10 | $840,000 | 03-El Dorado-50 43.6/43.7 | 3H470 0318000003 | Near Pollock Pines, west of Alder Creek Road. Construct surface ditches and debris containment area, replace culvert, and install guardrail. | | $680,000 | $160,000 |

**2.5 Highway Financial Matters**

| 2.5b.(2a) Support Allocations for SHOPP Projects | | | | | | | Resolution FP-18-81 |
|---|---|---|---|---|---|---|---|
| Project Number | Allocation Amount | District-County-Route Postmile | EA Project ID | Location/Description | PA&ED | PS&E | RW Support |
| 11 | $453,000 | 03-Nevada-20 25.1/25.2 | 0H690 0316000006 | Near Nevada City and Emigrant Gap, at west of Pine Needle Way (PM 25.15), and at west of Last Chance Mine Road (PM 37.05); also in Placer County, on Route 193 near Newcastle, at various locations from PM 6.7 to 8.5. Operational improvements to upgrade or construct roadway turnouts at five locations. | | $333,000 | $120,000 |
| 12 | $240,000 | 03-Nevada-80 R10.0/31.7 | 1H840 0317000008 | In and near Truckee, at various locations from 1.0 mile east of Donner Lake Undercrossing to the Sierra County line. Replace guardrail with concrete barrier at twenty-one locations to reduce maintenance repairs. | | $210,000 | $30,000 |
| 13 | $1,500,000 | 03-Placer-49 2.2/2.4 | 1H240 0316000077 | In Auburn, from 0.2 mile south of Lincoln Way/Borland Avenue to Lincoln Way/Borland Avenue. Realign roadway and construct roundabout. | | $1,150,000 | $350,000 |
| 14 | $325,000 | 03-Placer-65 R7.8/R12.0 | 4H550 0318000331 | In Placer, Sacramento, and Nevada Counties, on Routes 5, 51, 65, and 174 at various locations. Apply High Friction Surface Treatment (HFST) and Open Graded Asphalt Concrete (OGAC) at various ramp locations. | | $290,000 | $35,000 |

**2.5 Highway Financial Matters**

| 2.5b.(2a) Support Allocations for SHOPP Projects | | | | | | | Resolution FP-18-81 |
|---|---|---|---|---|---|---|---|
| Project Number | Allocation Amount | District-County-Route Postmile | EA Project ID | Location/Description | PA&ED | PS&E | RW Support |
| 15 | $853,000 | 03-Sacramento-50 R7.7/R9.5 | 1F150 0300001101 | In and near Rancho Cordova, from Bradshaw Road to Mather Field Road. Operational improvements that construct auxiliary lanes in both westbound and eastbound directions. | | $750,000 | $103,000 |
| 16 | $1,189,000 | 03-Sierra-49 Var | 4H100 0318000176 | Near Downieville, at various locations. Permanent embankment restoration by reconstructing the existing lane adjacent to river as a side hill viaduct. | | $1,099,000 | $90,000 |
| 17 | $2,920,000 | 03-Yolo-84 13.3/15.7 | 2H460 0317000114 | Near West Sacramento, from 3.7 miles north of Clarksburg Road to 4.0 miles north of Babel Slough Road. Permanent restoration of damaged pavement. | | $1,930,000 | $990,000 |
| 18 | $11,111,000 | 03-Yuba-70 16.2/25.8 | 4F380 0314000153 | Near Marysville, from Laurellen Road to South Honcut Creek Bridge. Widen shoulders and improve clear recovery zone. | | $4,884,000 | $6,227,000 |
| 19 | $10,000,000 | 04-Marin-37 R11.2/13.7 | 4Q320 0419000376 | In Novato, from Route 101 to 0.1 mile west of Atherton Avenue. Reconstruct the roadway to address sea level rise and recurrent flooding. (Long Lead Project) | $10,000,000 | | |
| 20 | $1,050,000 | 04-Santa Clara-17 0.0/3.4 | 2K140 0416000373 | Near Los Gatos, from south of Summit Road to north of Alma College Road. Install lighting, warning signs, flashing beacons, guardrail, rumble strips, wet-night visibility striping, and channelizers, and apply High Friction Surface Treatment (HFST). | | $1,000,000 | $50,000 |

**2.5 Highway Financial Matters**

| 2.5b.(2a) Support Allocations for SHOPP Projects | | | | | | | Resolution FP-18-81 |
|---|---|---|---|---|---|---|---|
| Project Number | Allocation Amount | District-County-Route Postmile | EA Project ID | Location/Description | PA&ED | PS&E | RW Support |
| 21 | $365,000 | 04-San Francisco-1 6.0 | 1A905 0414000340 | In the city of San Francisco, at Presidio National Park. Water quality improvements. | | $315,000 | $50,000 |
| 22 | $770,000 | 04-San Mateo-82 19.8 | 0K670 0416000124 | In South San Francisco, at 0.1 mile north of Francisco Drive. Permanent embankment restoration by installing retaining wall and drainage improvements. | | $710,000 | $60,000 |
| 23 | $728,000 | 04-San Mateo-280 R20.3/R20.6 | 4J080 0415000252 | In San Bruno, from Jenevein Avenue to 0.1 mile south of San Bruno Avenue. Reconstruct failed concrete ditch and place Rock Slope Protection (RSP) at slope washouts as storm damage permanent restoration. | | $650,000 | $78,000 |
| 24 | $2,128,000 | 05-Santa Cruz-9 20.0 | 1K130 0518000126 | Near Boulder Creek, 1.1 miles south of Route 236. Construct tieback wall, restore roadway and drainage facilities, and install permanent erosion control measures. | | $1,916,000 | $212,000 |
| 25 | $1,929,000 | 06-Kern-58 R53.2/R55.6 | 0T000 0615000003 | In Bakersfield, from 0.2 mile west of H Street Overcrossing to 0.2 mile east of Cottonwood Road Undercrossing. Upgrade curb ramps to meet current Americans with Disabilities Act (ADA) standards. | | $1,064,000 | $865,000 |

**2.5 Highway Financial Matters**

| 2.5b.(2a) Support Allocations for SHOPP Projects | | | | | | | Resolution FP-18-81 |
|---|---|---|---|---|---|---|---|
| Project Number | Allocation Amount | District-County-Route Postmile | EA Project ID | Location/Description | PA&ED | PS&E | RW Support |
| 26 | $958,000 | 06-Tulare-65 17.5/22.0 | 0U730 0616000028 | 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. | | $940,000 | $18,000 |
| 27 | $23,000 | 07-Los Angeles-1 3.5 | 29910 0713000302 | In Long Beach, at Lakewood Boulevard (Route 19) and Los Alamitos Traffic Circle. Install pavement delineation, overhead guide signs and associated roadway improvements. | | | $23,000 |
| 28 | $95,000 | 07-Los Angeles-2 13.1/14.3 | 28830 0700021024 | In Los Angeles County, in various cities on Routes 60, 66, 164 and 210 at various locations. Construct and install storm water treatment Best Management Practices (BMPs). | | | $95,000 |
| 29 | $4,164,000 | 07-Los Angeles-10 R12.3/R15.5 | 33260 0716000287 | Near Culver City, from Arlington Avenue to Broadway Street. Replace raised islands on mainline and collector-distributor roads with concrete barrier (Type 60) and install new lights from Arlington Avenue to Hoover Street (PM R12.3/14.2). Also install high mast LED lighting at Route 10/110 Interchange. | | $3,888,000 | $276,000 |

**2.5 Highway Financial Matters**

| 2.5b.(2a) Support Allocations for SHOPP Projects | | | | | | | Resolution FP-18-81 |
|---|---|---|---|---|---|---|---|
| Project Number | Allocation Amount | District-County-Route Postmile | EA Project ID | Location/Description | PA&ED | PS&E | RW Support |
| 30 | $1,760,000 | 07-Los Angeles-27 1.0/1.2 | 34260 0717000323 | Near Malibu, from 1.0 to 1.1 miles north of Pacific Coast Highway (Route 1). Stabilize slope damaged by storms to prevent falling rocks from blocking the road or injuring motorists. | $1,760,000 | | |
| 31 | $5,000 | 07-Los Angeles-60 0.0/R30.5 | 31730 0715000237 | In various cities, from Route 5 to San Bernardino County line; also on Route 710, from Ocean Boulevard to Valley Boulevard (PM 5.6/T27.4). Replace existing signs with retro-reflective sheeting. | | | $5,000 |
| 32 | $140,000 | 07-Los Angeles-138 49.5 | 33290 0716000297 | In Palmdale, at the intersection of Avenue R-8. Upgrade traffic signal system, curb ramps and install drainage inlets. | | | $140,000 |
| 33 | $699,000 | 08-Riverside-215 R36.6/R37.2 | 1K460 0819000045 | In the city of Riverside, from 0.2 mile north of Alessandro Boulevard to 0.2 mile south of Eucalyptus Avenue. Construct auxiliary lanes in the northbound and southbound directions between the onramps and offramps. | $699,000 | | |
| 34 | $3,870,000 | 08-San Bernardino-60 R7.3/R10.0 | 0E33U 0817000075 | In Ontario, from Haven Avenue to Milliken Avenue/Hamner Avenue. Construct auxiliary lane and widen connector and ramps. | | $3,850,000 | $20,000 |

**2.5 Highway Financial Matters**

| 2.5b.(2a) Support Allocations for SHOPP Projects | | | | | | | Resolution FP-18-81 |
|---|---|---|---|---|---|---|---|
| Project Number | Allocation Amount | District-County-Route Postmile | EA Project ID | Location/Description | PA&ED | PS&E | RW Support |
| 35 | $1,108,000 | 08-San Bernardino-62 124.0/142.0 | 1G010 0815000106 | Near Vidal Junction, from west of Route 95 to west of Parker Dam Road. Restore storm eroded embankments with Rock Slope Protection (RSP). A previous Emergency Opening EA 1F660 repaired roadway. | | $1,018,000 | $90,000 |
| 36 | $1,145,000 | 10-San Joaquin-99 11.5/29.4 | 1C760 1017000015 | In and near Stockton and Lodi, at various locations from French Camp Road to Kettleman Lane; also at the Route 4 (PM R15.7 to R16.6) and Route 5 (PM 25.8 to 26.6) Interchange. Pave areas behind the gore, slopes, and at narrow locations, and construct access gates and Maintenance Vehicle Pullouts (MVPs) to reduce maintenance and improve highway worker safety. | | $1,130,000 | $15,000 |
| 37 | $1,209,000 | 11-San Diego-5 R47.0/R48.0 | 43017 1117000206 | In Carlsbad, from Palomar Airport Road to Cannon Road. Construct auxiliary lane in southbound direction for operational efficiency. | | $1,209,000 | |
| 38 | $326,000 | 11-San Diego-8 3.0/8.5 | 42710 1116000154 | In the city of San Diego, from Mission Center Road to College Avenue. Construct and upgrade pedestrian curb ramps to meet Americans with Disabilities Act (ADA) standards. Replaced damaged sidewalk and install accessible pedestrian signals. | $326,000 | | |

**2.5 Highway Financial Matters**

| 2.5b.(2a) Support Allocations for SHOPP Projects | | | | | | | Resolution FP-18-81 |
|---|---|---|---|---|---|---|---|
| Project Number | Allocation Amount | District-County-Route Postmile | EA Project ID | Location/Description | PA&ED | PS&E | RW Support |
| 39 | $1,208,000 | 11-San Diego-8 13.0/R20.4 | 4116U 1119000177 | In El Cajon, at various locations, from Grossmont Boulevard to 0.4 mile east of Los Coches Road. Construct Maintenance Vehicle Pullouts (MVPs), pave beyond gore areas, install sign post support systems, relocate irrigation controllers and reduce high maintenance landscaping. | | $1,208,000 | |
| 40 | $312,000 | 11-San Diego-56 0.3/9.7 | 41190 1112000157 | In the city of San Diego, from El Camino Real Undercrossing to Route 56/15 Separation. Pave beyond gore areas, relocate irrigation control valve boxes, construct rumble strip. | $312,000 | | |
| 41 | $100,000 | 11-San Diego-75 8.9/10.0 | 43000 1117000113 | In the city of San Diego, from 0.2 mile south of Route 5 (PM 8.930) to Georgia Street (San Diego city limit, PM 9.956). Relinquish roadway to the city of San Diego. | $100,000 | | |
| 42 | $1,150,000 | 11-San Diego-805 20.7/23.5 | 41150 1112000144 | In the city of San Diego, at various locations, from Linda Vista Road Overcrossing to Route 805/52 Separation. Construct Maintenance Vehicle Pullouts (MVPs), install access gates, pave beyond gore areas, reduce high maintenance landscaping, relocate irrigation controls, and upgrade crash cushions. | | $1,150,000 | |

**2.5 Highway Financial Matters**

| 2.5b.(2a) Support Allocations for SHOPP Projects | | | | | | | Resolution FP-18-81 |
|---|---|---|---|---|---|---|---|
| Project Number | Allocation Amount | District-County-Route Postmile | EA Project ID | Location/Description | PA&ED | PS&E | RW Support |
| 43 | $1,212,000 | 12-Orange-5 34.5/37.4 | 0Q850 1217000116 | In the cities of Orange and Anaheim, from Santa Ana River Bridge to Harbor Boulevard. Improve wet pavement safety by repairing and placing a grooved polyester concrete overlay on three Undercrossing bridge decks and upgrading guardrail. | | $1,212,000 | |
| 44 | $400,000 | 12-Orange-5 34.5/36.8 | 0P900 1216000046 | In and near Anaheim, from Santa Ana Bridge No. 55-0811 to 0.6 mile south of Harbor Boulevard Overcrossing. Enhance highway worker safety by access trails and access gates, relocating facilities away from traffic, and installing features to reduce repetitive maintenance activities. | | $400,000 | |
| 45 | $400,000 | 12-Orange-5 36.8/38.5 | 0P910 1216000047 | In Anaheim, from north of Anaheim Boulevard to Santa Ana Street. Enhance highway worker safety by access trails and access gates, relocating facilities away from traffic, and installing features to reduce repetitive maintenance activities. | | $400,000 | |
| 46 | $91,000 | 12-Orange-39 9.7 | 0Q640 1217000080 | In Stanton, at the intersection of Chapman Avenue. Modify signals, add safety lighting, add crosswalk striping, and bring Americans with Disabilities Act (ADA) facilities to current standards. | | | $91,000 |

**2.5 Highway Financial Matters**

| 2.5b.(2a) Support Allocations for SHOPP Projects | | | | | | | Resolution FP-18-81 |
|---|---|---|---|---|---|---|---|
| Project Number | Allocation Amount | District-County-Route Postmile | EA Project ID | Location/Description | PA&ED | PS&E | RW Support |
| 47 | $300,000 | 12-Orange-55 13.8/13.9 | 0R150 1218000049 | In the city of Orange, on the northbound onramp from Chapman Avenue and on the southbound offramp to Chapman Avenue. Improve safety by modifying existing traffic signals for improved visibility, adding safety lighting, refreshing pavement markings, and upgrading Americans with Disabilities Act (ADA) curb ramps to current standards. | $300,000 | | |

**2.5 Highway Financial Matters**

| 2.5b.(2b) Support Allocations for SHOPP SB 1 Projects of Primary Asset Classes | | | | | | | Resolution FP-18-81 |
|---|---|---|---|---|---|---|---|
| Project Number | Allocation Amount | District-County-Route Postmile | EA Project ID | Location/Description | PA&ED | PS&E | RW Support |
| 1 | $2,027,000 | 01-Humboldt-96 Var | 0A120 0113000109 | In Humboldt County, at Willow Creek Bridge No. 04-0135 (PM 0.2) and Camp Creek Bridge No. 04-0666 (PM 37.2); also on Route 101 at G Street Overcrossing No. 04-0243 (PM 86.8). Seismic retrofit of three bridges. | | $1,856,000 | $171,000 |
| 2 | $1,312,000 | 01-Humboldt-101 69.9/75.2 | 0C570 0113000009 | In and near Eureka, from south of Fields Landing Overhead to north of Herrick Avenue Overcrossing. Roadway rehabilitation. (G13 Contingency) | | $1,258,000 | $54,000 |
| 3 | $410,000 | 01-Lake-20 9.4 | 0E080 0113000122 | Near Upper Lake, at Polk Jones Cattlepass Bridge No. 14-0034 (PM 9.41); also, on Route 29 at Manning Creek Bridge No. 14-0067 (PM R38.91). Replace and upgrade bridge rails. | | $410,000 | |
| 4 | $6,900,000 | 03-Glenn-162 76.3/78.6 | 3F060 0312000052 | At Butte City, from Route 45 to 0.1 mile east of McDougall Street. Replace Sacramento River Bridge and Viaduct No. 11-0017 and reconstruct east side roadway to conform with new structure. | | $5,500,000 | $1,400,000 |
| 5 | $1,290,000 | 03-Nevada-49 0.0/7.5 | 0H210 0315000112 | Near Higgins Corner, from the Placer County line to 0.3 mile north of Lime Kiln Road; also in Placer County, at PM R8.42 and PM R10.23. Rehabilitate drainage systems. | | $743,000 | $547,000 |

**2.5 Highway Financial Matters**

| 2.5b.(2b) Support Allocations for SHOPP SB 1 Projects of Primary Asset Classes | | | | | | | Resolution FP-18-81 |
|---|---|---|---|---|---|---|---|
| Project Number | Allocation Amount | District-County-Route Postmile | EA Project ID | Location/Description | PA&ED | PS&E | RW Support |
| 6 | $8,650,000 | 04-Alameda-680 R12.4/R21.9 | 0J620 0414000019 | In and near Pleasanton and Dublin, from north of Route 84 to Alcosta Boulevard. Roadway rehabilitation. (G13 Contingency) | | $7,150,000 | $1,500,000 |
| 7 | $1,450,000 | 04-Contra Costa-242 R0.0/R1.6 | 26980 0412000159 | In Concord, from Route 680 to 0.1 mile north of Concord Avenue. Pavement rehabilitation in northbound direction. | | $1,340,000 | $110,000 |
| 8 | $2,202,000 | 06-Kern-5 R7.5/R9.0 | 0W160 0617000097 | In Kern County, from 2.4 miles north of Fort Tejon Overcrossing to 1.2 miles south of Grapevine Undercrossing at four locations. Repair reinforced concrete box culverts. | | $2,173,000 | $29,000 |
| 9 | $43,000 | 07-Los Angeles-1 R34.5/35.2 | 32720 0716000121 | In and near Santa Monica, from Lincoln Boulevard to McClure Tunnel; also on Route 10 (PM 2.1/18.3), Route 2 (PM R18.7), Route 101 (PM 11.8), and Route 105 (PM R1.95). Upgrade the existing Transportation Management System (TMS) elements to improve traffic monitoring, data transmission, and network connectivity including the Los Angeles Regional Transportation Management Center (LARTMC) and communication hubs at Route 10, Route 101 and Route 105. | | | $43,000 |
| 10 | $23,000 | 07-Los Angeles-10 31.2/37.2 | 30390 0714000044 | In Baldwin Park and West Covina, from Route 605 to Citrus Avenue. Rehabilitate roadway. (G13 Contingency) | | | $23,000 |

**2.5 Highway Financial Matters**

| 2.5b.(2b) Support Allocations for SHOPP SB 1 Projects of Primary Asset Classes | | | | | | | Resolution FP-18-81 |
|---|---|---|---|---|---|---|---|
| Project Number | Allocation Amount | District-County-Route Postmile | EA Project ID | Location/Description | PA&ED | PS&E | RW Support |
| 11 | $3,250,000 | 07-Los Angeles-91 R6.1/R20.7 | 33860 0717000060 | 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. | | $3,100,000 | $150,000 |
| 12 | $235,000 | 07-Los Angeles-110 R0.7/8.8 | 33500 0716000346 | In the cities of Los Angeles, Wilmington, and Carson, from Gaffey Street to Route 405; also on Route 210 (PM R0.0/R35.8), Route 605 (PM 19.9/26.0), Route 710 (PM 5.0/9.4) and Route 2 (PM R18.7). Install wireless Bluetooth™ detection system to monitor travel time. | | $235,000 | |

**2.5 Highway Financial Matters**

| 2.5b.(2b) Support Allocations for SHOPP SB 1 Projects of Primary Asset Classes | | | | | | | Resolution FP-18-81 |
|---|---|---|---|---|---|---|---|
| Project Number | Allocation Amount | District-County-Route Postmile | EA Project ID | Location/Description | PA&ED | PS&E | RW Support |
| 13 | $154,000 | 07-Los Angeles-134 0.0/R13.3 | 33790 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. | | | $154,000 |
| 14 | $240,000 | 07-Los Angeles-405 8.8 | 30480 0714000084 | In Carson, at Dolores Yard Overhead No. 53-1168. Upgrade bridge drainage system. | | | $240,000 |
| 15 | $200,000 | 07-Ventura-101 R36.3/R40.6 | 30240 0713000488 | Near Sea Cliff, from 0.4 mile south of Padre Juan Canyon Road Overcrossing to 0.3 mile north of Punta Gorda Pedestrian Undercrossing. Rehabilitate roadway. | | | $200,000 |
| 16 | $5,000 | 10-San Joaquin-120 R0.6/R6.1 | 1C960 1017000021 | In and near Manteca and Lathrop, from Route 5 to Route 99; also on Route 5 at PM R13.34 and on Route 99 at PM 4.56. Install Intelligent Transportation System (ITS) field elements. | | | $5,000 |

**2.5 Highway Financial Matters**

| 2.5b.(2b) Support Allocations for SHOPP SB 1 Projects of Primary Asset Classes | | | | | | | Resolution FP-18-81 |
|---|---|---|---|---|---|---|---|
| Project Number | Allocation Amount | District-County-Route Postmile | EA Project ID | Location/Description | PA&ED | PS&E | RW Support |
| 17 | $1,150,000 | 10-Stanislaus-99 R10.0/R16.8 | 1E620 1016000017 | In and near Ceres and Modesto, at various locations from Mitchell Road to Kansas Avenue; also in Merced County, on Route 59 near the city of Merced, at Childs Avenue (PM 14.0). Upgrade drainage pump plants. | | $1,150,000 | |
| 18 | $780,000 | 11-Imperial-98 39.6/45.2 | 43052 1119000009 | Near Calexico, from Route 7 to 0.1 mile west of East Highline Canal Bridge. Rehabilitate roadway. | | $780,000 | |

## 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-18-81** |
| 1<br>01-DN-199<br>33.5/33.9 | 1115<br>0116000005 | Near the Oregon State line, from 0.1 mile to 0.5 mile north of Collier Safety Roadside Rest Area (SRRA). Upgrade lighting and power control system at the Randolph Collier Tunnel No. 01 -0049.<br><br>(Categorically Exempt)<br><br>Program Code<br>201.170 - Signs and Lighting Rehabilitation<br><br>Performance Measure<br>158 Lighting fixture(s) | 0F430 | 20-21 | PS&E<br><br>R/W Sup | $1,213,000<br><br>$86,000 | $1,213,000<br><br>$86,000 |
| 2<br>01-Hum-36<br>25.4/26.0 | 2488<br>0117000220 | Near Bridgeville, from Caltrans Maintenance Station to 0.6 mile east of Caltrans Maintenance Station. Construct soldier pile ground anchor wall to address the slide below the roadway. (Long Lead Project)<br><br>(Concurrent amendment under SHOPP Amendment 18H-010.)<br><br>Program Code<br>201.131 - Permanent Restoration<br><br>Performance Measure<br>1 Location(s) | 0G921 | 22-23 | PA&ED | $1,473,000 | $1,473,000 |
| 3<br>01-Hum-101 | 2355<br>0112000229 | In Eureka, at the District 1 Materials Laboratory located at the District Office complex (1726 Albee Street). Replace District 1 Materials Laboratory (L5731) at alternative site to address health, safety, accessibility, and operational deficiencies.<br><br>(Categorically Exempt)<br><br>Program Code<br>201.354 - Materials Labs<br><br>Performance Measure<br>1 Location(s) | 0C110 | 20-21 | PS&E<br><br>R/W Sup | $1,380,000<br><br>$567,000 | $1,380,000<br><br>$567,000 |
| 4<br>01-Hum-299<br>30.7/33.4 | 2522<br>0119000025 | Near Willow Creek, from 0.1 mile east of Cedar Creek Road to 0.2 mile east of East Fork Willow Creek Bridge. Widen shoulders and improve curves at three locations.<br><br>(Concurrent amendment under SHOPP Amendment 18H-010.)<br><br>Program Code<br>201.010 - Safety Improvements<br><br>Performance Measure<br>158 Collision(s) reduced | 0J410 | 21-22 | PA&ED | $2,050,000 | $2,050,000 |

## 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-18-81** |
| 5<br>01-Hum-299<br>38.9/39.5 | 2434<br>0116000044 | Near Willow Creek, from 0.1 mile west of Willow Way to Panther Road. Widen shoulders, upgrade Americans with Disabilities Act (ADA) curb ramps, and install a bus turn-out.<br><br>(Categorically Exempt)<br><br>Program Code<br>201.010 - Safety Improvements<br><br>Performance Measure<br>18 Collision(s) reduced | 0F680 | 19-20 | PS&E<br><br>R/W Sup | $1,306,000<br><br>$238,000 | $1,306,000<br><br>$238,000 |
| 6<br>01-Men-101<br>1.4/1.7 | 4705<br>0118000111 | Near Hopland, from 0.7 mile to 1.0 mile north of Geysers Road. Stabilize slope by constructing a soldier pile retaining wall and reinforce embankment.<br><br>(Concurrent amendment under SHOPP Amendment 18H-010.)<br><br>Program Code<br>201.131 - Permanent Restoration<br><br>Performance Measure<br>1 Location(s) | 0H810 | 21-22 | PA&ED | $883,000 | $883,000 |
| 7<br>01-Men-271<br>19.6/20.0 | 4702<br>0118000106 | Near Piercy, from 0.1 mile to 0.5 mile north of Route 101. Repair slope by constructing a retaining wall, reconstruct roadway and shoulders.<br><br>(Concurrent amendment under SHOPP Amendment 18H-010.)<br><br>Program Code<br>201.131 - Permanent Restoration<br><br>Performance Measure<br>1 Location(s) | 0H780 | 21-22 | PA&ED | $1,192,000 | $1,192,000 |
| 8<br>03-ED-50<br>R11.0/R31.6 | 3313<br>0316000010 | In El Dorado, Butte, Placer, Sacramento, Sutter, and Yolo Counties, on Routes 50, 65, 70, 80, 89, and 99 at various locations. Upgrade crash cushions and sand barrel arrays to make more durable.<br><br>(Categorically Exempt)<br><br>(As part of this allocation request, the Department is requesting to extend the completion of the R/W Sup phase an additional 3 months beyond the 36 month deadline.)<br><br>Program Code<br>201.015 - Collision Severity Reduction<br><br>Performance Measure<br>20 Collision(s) reduced | 0H680 | 20-21 | PS&E<br><br>R/W Sup | $170,000<br><br>$30,000 | $203,000<br><br>$30,000 |

## 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-18-81** |
| 9<br>03-ED-50<br>36.0/36.4 | 3330<br>0318000115 | Near Pollock Pines, east of Peavine Ridge Road/Hazel Valley Road. Repair recurring roadway slip-out by replacing horizontal drains, placing an underdrain system, repairing culverts and overlaying pavement.<br><br>(Categorically Exempt)<br><br>Program Code<br>201.131 - Permanent Restoration<br><br>Performance Measure<br>1 Location(s) | 3H970 | 19-20 | PS&E<br><br>R/W Sup | $1,420,000<br><br>$80,000 | $1,420,000<br><br>$80,000 |
| 10<br>03-ED-50<br>43.6/43.7 | 3327<br>0318000003 | Near Pollock Pines, west of Alder Creek Road. Construct surface ditches and debris containment area, replace culvert, and install guardrail.<br><br>(Categorically Exempt)<br><br>Program Code<br>201.131 - Permanent Restoration<br><br>Performance Measure<br>1 Location(s) | 3H470 | 19-20 | PS&E<br><br>R/W Sup | $680,000<br><br>$160,000 | $680,000<br><br>$160,000 |
| 11<br>03-Nev-20<br>25.1/25.2 | 3997<br>0316000006 | Near Nevada City and Emigrant Gap, at west of Pine Needle Way (PM 25.15), and at west of Last Chance Mine Road (PM 37.05); also in Placer County, on Route 193 near Newcastle, at various locations from PM 6.7 to 8.5. Operational improvements to upgrade or construct roadway turnouts at five locations.<br><br>(Categorically Exempt)<br><br>Program Code<br>201.310 - Operational Improvements<br><br>Performance Measure<br>20.0 Daily vehicle hour(s) of delay (DVHD) | 0H690 | 20-21 | PS&E<br><br>R/W Sup | $280,000<br><br>$120,000 | $333,000<br><br>$120,000 |

## 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-18-81** |
| 12<br>03-Nev-80<br>R10.0/31.7 | 4297<br>0317000008 | In and near Truckee, at various locations from 1.0 mile east of Donner Lake Undercrossing to the Sierra County line. Replace guardrail with concrete barrier at twenty-one locations to reduce maintenance repairs.<br><br>(Categorically Exempt)<br><br>(As part of this allocation request, the Department is requesting to extend the completion of the R/W Sup phase an additional 5 months beyond the 36 month deadline.)<br><br>Program Code<br>201.015 - Collision Severity Reduction<br><br>Performance Measure<br>30 Collision(s) reduced | 1H840 | 20-21 | PS&E<br><br>R/W Sup | $180,000<br><br>$30,000 | $210,000<br><br>$30,000 |
| 13<br>03-Pla-49<br>2.2/2.4 | 4785<br>0316000077 | In Auburn, from 0.2 mile south of Lincoln Way/Borland Avenue to Lincoln Way/Borland Avenue. Realign roadway and construct roundabout.<br><br>(Concurrent consideration of funding under Resolution E-19-50; June 2019.)<br><br>(As part of this allocation request, the Department is requesting to extend the completion of the R/W Sup phase an additional 5 months beyond the 36 month deadline.)<br><br>Program Code<br>201.010 - Safety Improvements<br><br>Performance Measure<br>82 Collision(s) reduced | 1H240 | 19-20 | PS&E<br><br>R/W Sup | $1,003,000<br><br>$306,000 | $1,150,000<br><br>$350,000 |
| 14<br>03-Pla-65<br>R7.8/R12.0 | 4901<br>0318000331 | In Placer, Sacramento, and Nevada Counties, on Routes 5, 51, 65, and 174 at various locations. Apply High Friction Surface Treatment (HFST) and Open Graded Asphalt Concrete (OGAC) at various ramp locations.<br><br>(Categorically Exempt)<br><br>Program Code<br>201.010 - Safety Improvements<br><br>Performance Measure<br>153 Collision(s) reduced | 4H550 | 19-20 | PS&E<br><br>R/W Sup | $290,000<br><br>$35,000 | $290,000<br><br>$35,000 |

## 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-18-81** |
| 15<br>03-Sac-50<br>R7.7/R9.5 | 6197<br>0300001101 | In and near Rancho Cordova, from Bradshaw Road to Mather Field Road. Operational improvements that construct auxiliary lanes in both westbound and eastbound directions.<br><br>(Categorically Exempt)<br><br>(As part of this allocation request, the Department is requesting to extend the completion of the R/W Sup phase an additional 5 months beyond the 36 month deadline.)<br><br>Program Code<br>201.310 - Operational Improvements<br><br>Performance Measure<br>450.0 Daily vehicle hour(s) of delay (DVHD) | 1F150 | 20-21 | PS&E<br><br>R/W Sup | $659,000<br><br>$103,000 | $750,000<br><br>$103,000 |
| 16<br>03-Sie-49<br>Var | 7809<br>0318000176 | Near Downieville, at various locations. Permanent embankment restoration by reconstructing the existing lane adjacent to river as a side hill viaduct.<br><br>(Categorically Exempt)<br><br>(Concurrent amendment under SHOPP Amendment 18H-010.)<br><br>Program Code<br>201.131 - Permanent Restoration<br><br>Performance Measure<br>4 Location(s) | 4H100 | 19-20 | PS&E<br><br>R/W Sup | $920,000<br><br>$90,000 | $1,099,000<br><br>$90,000 |
| 17<br>03-Yol-84<br>13.3/15.7 | 9058<br>0317000114 | Near West Sacramento, from 3.7 miles north of Clarksburg Road to 4.0 miles north of Babel Slough Road. Permanent restoration of damaged pavement.<br><br>(Categorically Exempt)<br><br>(Concurrent amendment under SHOPP Amendment 18H-010.)<br><br>Program Code<br>201.131 - Permanent Restoration<br><br>Performance Measure<br>1 Location(s) | 2H460 | 19-20 | PS&E<br><br>R/W Sup | $1,930,000<br><br>$990,000 | $1,930,000<br><br>$990,000 |

## 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-18-81** |
| 18<br>03-Yub-70<br>16.2/25.8 | 9819<br>0314000153 | Near Marysville, from Laurellen Road to South Honcut Creek Bridge. Widen shoulders and improve clear recovery zone.<br><br>(Concurrent consideration of funding under Resolution E-19-69; June 2019.)<br><br>(As part of this allocation request, the Department is requesting to extend the completion of the R/W Sup phase an additional 39 months beyond the 36 month deadline.)<br><br>(Concurrent amendment under SHOPP Amendment 18H-010.)<br><br>(Concurrent SB 1 Baseline Agreement approval under Resolution SHOPP-P-1819-13B.)<br><br>(Concurrent R/W Cap allocation under Resolution FP-18-82.)<br><br>Program Code<br>201.010 - Safety Improvements<br><br>Performance Measure<br>80 Collision(s) reduced | 4F380 | 19-20 | PS&E<br><br>R/W Sup | $4,884,000<br><br>$6,227,000 | $4,884,000<br><br>$6,227,000 |
| 19<br>04-Mrn-37<br>R11.2/13.7 | 5200<br>0419000376 | In Novato, from Route 101 to 0.1 mile west of Atherton Avenue. Reconstruct the roadway to address sea level rise and recurrent flooding. (Long Lead Project)<br><br>(Concurrent amendment under SHOPP Amendment 18H-010.)<br><br>Program Code<br>201.999 - Multiple Objective<br><br>Performance Measure<br>2.5 Centerline mile(s) | 4Q320 | 26-27 | PA&ED | $10,000,000 | $10,000,000 |
| 20<br>04-SCl-17<br>0.0/3.4 | 1453A<br>0416000373 | Near Los Gatos, from south of Summit Road to north of Alma College Road. Install lighting, warning signs, flashing beacons, guardrail, rumble strips, wet-night visibility striping, and channelizers, and apply High Friction Surface Treatment (HFST).<br><br>(Categorically Exempt)<br><br>Program Code<br>201.010 - Safety Improvements<br><br>Performance Measure<br>264 Collision(s) reduced | 2K140 | 19-20 | PS&E<br><br>R/W Sup | $1,000,000<br><br>$50,000 | $1,000,000<br><br>$50,000 |

## 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-18-81** |
| 21<br>04-SF-1<br>6.0 | 1067C<br>0414000340 | In the city of San Francisco, at Presidio National Park. Water quality improvements.<br><br>(Categorically Exempt)<br><br>(As part of this allocation request, the Department is requesting to extend the completion of the R/W Sup phase an additional 18 months beyond the 36 month deadline.)<br><br>Program Code<br>201.335 - Storm Water Mitigation<br><br>Performance Measure<br>9.6 Acre(s) treated/pollutant | 1A905 | 19-20 | PS&E<br><br>R/W Sup | $315,000<br><br>$50,000 | $315,000<br><br>$50,000 |
| 22<br>04-SM-82<br>19.8 | 1450J<br>0416000124 | In South San Francisco, at 0.1 mile north of Francisco Drive. Permanent embankment restoration by installing retaining wall and drainage improvements.<br><br>(Categorically Exempt)<br><br>Program Code<br>201.131 - Permanent Restoration<br><br>Performance Measure<br>1 Location(s) | 0K670 | 20-21 | PS&E<br><br>R/W Sup | $710,000<br><br>$60,000 | $710,000<br><br>$60,000 |
| 23<br>04-SM-280<br>R20.3/R20.6 | 1499H<br>0415000252 | In San Bruno, from Jenevein Avenue to 0.1 mile south of San Bruno Avenue. Reconstruct failed concrete ditch and place Rock Slope Protection (RSP) at slope washouts as storm damage permanent restoration.<br><br>(Categorically Exempt)<br><br>Program Code<br>201.131 - Permanent Restoration<br><br>Performance Measure<br>1 Location(s) | 4J080 | 19-20 | PS&E<br><br>R/W Sup | $650,000<br><br>$78,000 | $650,000<br><br>$78,000 |

## 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-18-81** |
| 24<br>05-SCr-9<br>20.0 | 2876<br>0518000126 | Near Boulder Creek, 1.1 miles south of Route 236. Construct tieback wall, restore roadway and drainage facilities, and install permanent erosion control measures.<br><br>(Categorically Exempt)<br><br>(As part of this allocation request, the Department is requesting to extend the completion of the R/W Sup phase an additional 5 months beyond the 36 month deadline.)<br><br>Program Code<br>201.131 - Permanent Restoration<br><br>Performance Measure<br>1 Location(s) | 1K130 | 20-21 | PS&E<br><br>R/W Sup | $1,916,000<br><br>$212,000 | $1,916,000<br><br>$212,000 |
| 25<br>06-Ker-58<br>R53.2/R55.6 | 6757<br>0615000003 | In Bakersfield, from 0.2 mile west of H Street Overcrossing to 0.2 mile east of Cottonwood Road Undercrossing. Upgrade curb ramps to meet current Americans with Disabilities Act (ADA) standards.<br><br>(Categorically Exempt)<br><br>(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.)<br><br>Program Code<br>201.361 - Americans with Disabilities Act New Curb Ramps<br><br>Performance Measure<br>25 Curb ramp(s) | 0T000 | 20-21 | PS&E<br><br>R/W Sup | $1,064,000<br><br>$865,000 | $1,064,000<br><br>$865,000 |
| 26<br>06-Tul-65<br>17.5/22.0 | 6813<br>0616000028 | 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.<br><br>(Categorically Exempt)<br><br>Program Code<br>201.235 - Roadside Safety Improvements/ Freeway Maintenance Access<br><br>Performance Measure<br>29 Location(s) | 0U730 | 19-20 | PS&E<br><br>R/W Sup | $940,000<br><br>$18,000 | $940,000<br><br>$18,000 |

## 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-18-81** |
| 27<br>07-LA-1<br>3.5 | 4632<br>0713000302 | In Long Beach, at Lakewood Boulevard (Route 19) and Los Alamitos Traffic Circle. Install pavement delineation, overhead guide signs and associated roadway improvements.<br><br>(Categorically Exempt)<br><br>(Concurrent Const Cap and Con Sup Allocation Time Extension under Waiver 19-29.)<br><br>Program Code<br>201.015 - Collision Severity Reduction<br><br>Performance Measure<br>59 Collision(s) reduced | 29910 | 18-19 | R/W Sup | $20,000 | $23,000 |
| 28<br>07-LA-2<br>13.1/14.3 | 4420<br>0700021024 | In Los Angeles County, in various cities on Routes 60, 66, 164 and 210 at various locations. Construct and install storm water treatment Best Management Practices (BMPs).<br><br>(Categorically Exempt)<br><br>Program Code<br>201.335 - Storm Water Mitigation<br><br>Performance Measure<br>48.4 Acre(s) treated/pollutant | 28830 | 19-20 | R/W Sup | $95,000 | $95,000 |
| 29<br>07-LA-10<br>R12.3/R15.5 | 5152<br>0716000287 | Near Culver City, from Arlington Avenue to Broadway Street. Replace raised islands on mainline and collector-distributor roads with concrete barrier (Type 60) and install new lights from Arlington Avenue to Hoover Street (PM R12.3/14.2). Also install high mast LED lighting at Route 10/110 Interchange.<br><br>(Categorically Exempt)<br><br>(Concurrent SB 1 Baseline Agreement approval under Resolution SHOPP-P-1819-13B.)<br><br>(Concurrent amendment under SHOPP Amendment 18H-010.)<br><br>Program Code<br>201.010 - Safety Improvements<br><br>Performance Measure<br>404 Collision(s) reduced | 33260 | 19-20 | PS&E<br><br>R/W Sup | $3,888,000<br><br>$276,000 | $3,888,000<br><br>$276,000 |

## 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-18-81** |
| 30<br>07-LA-27<br>1.0/1.2 | 5291<br>0717000323 | Near Malibu, from 1.0 to 1.1 miles north of Pacific Coast Highway (Route 1). Stabilize slope damaged by storms to prevent falling rocks from blocking the road or injuring motorists.<br><br>(Concurrent amendment under SHOPP Amendment 18H-010.)<br><br>Program Code<br>201.131 - Permanent Restoration<br><br>Performance Measure<br>1 Location(s) | 34260 | 21-22 | PA&ED | $1,760,000 | $1,760,000 |
| 31<br>07-LA-60<br>0.0/R30.5 | 4906<br>0715000237 | In various cities, from Route 5 to San Bernardino County line; also on Route 710, from Ocean Boulevard to Valley Boulevard (PM 5.6/T27.4). Replace existing signs with retro-reflective sheeting.<br><br>(Categorically Exempt)<br><br>(Concurrent amendment under SHOPP Amendment 18H-010.)<br><br>Program Code<br>201.170 - Signs and Lighting Rehabilitation<br><br>Performance Measure<br>96 Lighting fixture(s) | 31730 | 19-20 | R/W Sup | $5,000 | $5,000 |
| 32<br>07-LA-138<br>49.5 | 5155<br>0716000297 | In Palmdale, at the intersection of Avenue R-8. Upgrade traffic signal system, curb ramps and install drainage inlets.<br><br>(Categorically Exempt)<br><br>Program Code<br>201.010 - Safety Improvements<br><br>Performance Measure<br>17 Collision(s) reduced | 33290 | 19-20 | R/W Sup | $140,000 | $140,000 |
| 33<br>08-Riv-215<br>R36.6/R37.2 | 3013W<br>0819000045 | In the city of Riverside, from 0.2 mile north of Alessandro Boulevard to 0.2 mile south of Eucalyptus Avenue. Construct auxiliary lanes in the northbound and southbound directions between the onramps and offramps.<br><br>(Concurrent amendment under SHOPP Amendment 18H-010.)<br><br>Program Code<br>201.010 - Safety Improvements<br><br>Performance Measure<br>221 Collision(s) reduced | 1K460 | 20-21 | PA&ED | $699,000 | $699,000 |

## 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-18-81** |
| 34<br>08-SBd-60<br>R7.3/R10.0 | 3003N<br>0817000075 | In Ontario, from Haven Avenue to Milliken Avenue/Hamner Avenue. Construct auxiliary lane and widen connector and ramps.<br><br>(Categorically Exempt)<br><br>(Concurrent SB 1 Baseline Agreement approval under Resolution SHOPP-P-1819-13B.)<br><br>(Concurrent amendment under SHOPP Amendment 18H-010.)<br><br>Program Code<br>201.310 - Operational Improvements<br><br>Performance Measure<br>1,823.7 Daily vehicle hour(s) of delay (DVHD) | 0E33U | 19-20 | PS&E<br><br>R/W Sup | $4,170,000<br><br>$20,000 | $3,850,000<br><br>$20,000 |
| 35<br>08-SBd-62<br>124.0/142.0 | 3005P<br>0815000106 | Near Vidal Junction, from west of Route 95 to west of Parker Dam Road. Restore storm eroded embankments with Rock Slope Protection (RSP). A previous Emergency Opening EA 1F660 repaired roadway.<br><br>(Concurrent consideration of funding under Resolution E-19-57; June 2019.)<br><br>(Concurrent amendment under SHOPP Amendment 18H-010.)<br><br>Program Code<br>201.131 - Permanent Restoration<br><br>Performance Measure<br>10 Location(s) | 1G010 | 19-20 | PS&E<br><br>R/W Sup | $902,000<br><br>$76,000 | $1,018,000<br><br>$90,000 |
| 36<br>10-SJ-99<br>11.5/29.4 | 3237<br>1017000015 | In and near Stockton and Lodi, at various locations from French Camp Road to Kettleman Lane; also at the Route 4 (PM R15.7 to R16.6) and Route 5 (PM 25.8 to 26.6) Interchange. Pave areas behind the gore, slopes, and at narrow locations, and construct access gates and Maintenance Vehicle Pullouts (MVPs) to reduce maintenance and improve highway worker safety.<br><br>(Categorically Exempt)<br><br>Program Code<br>201.235 - Roadside Safety Improvements/ Freeway Maintenance Access<br><br>Performance Measure<br>88 Location(s) | 1C760 | 20-21 | PS&E<br><br>R/W Sup | $1,130,000<br><br>$15,000 | $1,130,000<br><br>$15,000 |

## 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-18-81** |
| 37<br>11-SD-5<br>R47.0/R48.0 | 1279<br>1117000206 | In Carlsbad, from Palomar Airport Road to Cannon Road. Construct auxiliary lane in southbound direction for operational efficiency.<br><br>(Future consideration of funding approved under Resolution E-14-11; March 2014.)<br><br>Program Code<br>201.310 - Operational Improvements<br><br>Performance Measure<br>77.0 Daily vehicle hour(s) of delay (DVHD) | 43017 | 21-22 | PS&E | $1,052,000 | $1,209,000 |
| 38<br>11-SD-8<br>3.0/8.5 | 1227<br>1116000154 | In the city of San Diego, from Mission Center Road to College Avenue. Construct and upgrade pedestrian curb ramps to meet Americans with Disabilities Act (ADA) standards. Replaced damaged sidewalk and install accessible pedestrian signals.<br><br>Program Code<br>201.361 - Americans with Disabilities Act New Curb Ramps<br><br>Performance Measure<br>18 Curb ramp(s) | 42710 | 21-22 | PA&ED | $326,000 | $326,000 |
| 39<br>11-SD-8<br>13.0/R20.4 | 1146<br>1119000177 | In El Cajon, at various locations, from Grossmont Boulevard to 0.4 mile east of Los Coches Road. Construct Maintenance Vehicle Pullouts (MVPs), pave beyond gore areas, install sign post support systems, relocate irrigation controllers and reduce high maintenance landscaping.<br><br>(Categorically Exempt)<br><br>(Concurrent amendment under SHOPP Amendment 18H-010.)<br><br>Program Code<br>201.235 - Roadside Safety Improvements/ Freeway Maintenance Access<br><br>Performance Measure<br>84 Location(s) | 4116U | 20-21 | PS&E | $1,202,000 | $1,208,000 |
| 40<br>11-SD-56<br>0.3/9.7 | 1251<br>1112000157 | In the city of San Diego, from El Camino Real Undercrossing to Route 56/15 Separation. Pave beyond gore areas, relocate irrigation control valve boxes, construct rumble strip.<br><br>Program Code<br>201.235 - Roadside Safety Improvements/ Freeway Maintenance Access<br><br>Performance Measure<br>106 Location(s) | 41190 | 21-22 | PA&ED | $284,000 | $312,000 |

## 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-18-81** |
| 41<br>11-SD-75<br>8.9/10.0 | 1264<br>1117000113 | In the city of San Diego, from 0.2 mile south of Route 5 (PM 8.930) to Georgia Street (San Diego city limit, PM 9.956). Relinquish roadway to the city of San Diego.<br><br>(Concurrent amendment under SHOPP Amendment 18H-010.)<br><br>Program Code<br>201.160 - Relinquishments<br><br>Performance Measure<br>1.1 Lane mile(s) | 43000 | 19-20 | PA&ED | $100,000 | $100,000 |
| 42<br>11-SD-805<br>20.7/23.5 | 1142<br>1112000144 | In the city of San Diego, at various locations, from Linda Vista Road Overcrossing to Route 805/52 Separation. Construct Maintenance Vehicle Pullouts (MVPs), install access gates, pave beyond gore areas, reduce high maintenance landscaping, relocate irrigation controls, and upgrade crash cushions.<br><br>(Categorically Exempt)<br><br>Program Code<br>201.235 - Roadside Safety Improvements/ Freeway Maintenance Access<br><br>Performance Measure<br>97 Location(s) | 41150 | 20-21 | PS&E | $1,033,000 | $1,150,000 |
| 43<br>12-Ora-5<br>34.5/37.4 | 2860P<br>1217000116 | In the cities of Orange and Anaheim, from Santa Ana River Bridge to Harbor Boulevard. Improve wet pavement safety by repairing and placing a grooved polyester concrete overlay on three Undercrossing bridge decks and upgrading guardrail.<br><br>(Categorically Exempt)<br><br>Program Code<br>201.010 - Safety Improvements<br><br>Performance Measure<br>102 Collision(s) reduced | 0Q850 | 19-20 | PS&E | $1,083,000 | $1,212,000 |

## 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-18-81** |
| 44<br>12-Ora-5<br>34.5/36.8 | 2860N<br>1216000046 | In and near Anaheim, from Santa Ana Bridge No. 55-0811 to 0.6 mile south of Harbor Boulevard Overcrossing. Enhance highway worker safety by access trails and access gates, relocating facilities away from traffic, and installing features to reduce repetitive maintenance activities.<br><br>(Categorically Exempt)<br><br>Program Code<br>201.235 - Roadside Safety Improvements/ Freeway Maintenance Access<br><br>Performance Measure<br>40 Location(s) | 0P900 | 20-21 | PS&E | $400,000 | $400,000 |
| 45<br>12-Ora-5<br>36.8/38.5 | 2861E<br>1216000047 | In Anaheim, from north of Anaheim Boulevard to Santa Ana Street. Enhance highway worker safety by access trails and access gates, relocating facilities away from traffic, and installing features to reduce repetitive maintenance activities.<br><br>(Categorically Exempt)<br><br>Program Code<br>201.235 - Roadside Safety Improvements/ Freeway Maintenance Access<br><br>Performance Measure<br>40 Location(s) | 0P910 | 20-21 | PS&E | $400,000 | $400,000 |
| 46<br>12-Ora-39<br>9.7 | 3182<br>1217000080 | In Stanton, at the intersection of Chapman Avenue. Modify signals, add safety lighting, add crosswalk striping, and bring Americans with Disabilities Act (ADA) facilities to current standards.<br><br>(Categorically Exempt)<br><br>(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.)<br><br>Program Code<br>201.010 - Safety Improvements<br><br>Performance Measure<br>31 Collision(s) reduced | 0Q640 | 20-21 | R/W Sup | $76,000 | $91,000 |

## 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-18-81** |
| 47<br>12-Ora-55<br>13.8/13.9 | 3542A<br>1218000049 | In the city of Orange, on the northbound onramp from Chapman Avenue and on the southbound offramp to Chapman Avenue. Improve safety by modifying existing traffic signals for improved visibility, adding safety lighting, refreshing pavement markings, and upgrading Americans with Disabilities Act (ADA) curb ramps to current standards.<br><br>(Concurrent amendment under SHOPP Amendment 18H-010.)<br><br>Program Code<br>201.010 - Safety Improvements<br><br>Performance Measure<br>34 Collision(s) reduced | 0R150 | 21-22 | PA&ED | $300,000 | $300,000 |

| Component | No. of Phases | Total Amount |
|---|---|---|
| PA&ED | 11 | $19,095,000 |
| PS&E | 31 | $38,908,000 |
| R/W Sup | 30 | $11,194,000 |
| **Total** | **72** | **$69,197,000** |

## 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-18-81** |
| 1<br>01-Hum-96<br>Var | 2302<br>0113000109 | In Humboldt County, at Willow Creek Bridge No. 04-0135 (PM 0.2) and Camp Creek Bridge No. 04-0666 (PM 37.2); also on Route 101 at G Street Overcrossing No. 04-0243 (PM 86.8). Seismic retrofit of three bridges.<br><br>(Categorically Exempt)<br><br>(Concurrent amendment under SHOPP Amendment 18H-010.)<br><br>Program Code<br>201.113 - Bridge Seismic Restoration<br><br>Performance Measure<br>3 Bridge(s) | 0A120 | 19-20 | PS&E<br><br>R/W Sup | $1,856,000<br><br>$171,000 | $1,856,000<br><br>$171,000 |
| 2<br>01-Hum-101<br>69.9/75.2 | 2382<br>0113000009 | In and near Eureka, from south of Fields Landing Overhead to north of Herrick Avenue Overcrossing. Roadway rehabilitation. (G13 Contingency)<br><br>(Categorically Exempt)<br><br>(Concurrent SB 1 Baseline Agreement approval under Resolution SHOPP-P-1819-13B.)<br><br>(Concurrent amendment under SHOPP Amendment 18H-010.)<br><br>Program Code<br>201.122 - Roadway Rehabilitation (2R)<br><br>Performance Measure<br>20.6 Lane mile(s) | 0C570 | 19-20 | PS&E<br><br>R/W Sup | $1,258,000<br><br>$52,000 | $1,258,000<br><br>$54,000 |
| 3<br>01-Lak-20<br>9.4 | 3098<br>0113000122 | Near Upper Lake, at Polk Jones Cattlepass Bridge No. 14-0034 (PM 9.41); also, on Route 29 at Manning Creek Bridge No. 14-0067 (PM R38.91). Replace and upgrade bridge rails.<br><br>(Categorically Exempt)<br><br>(Concurrent amendment under SHOPP Amendment 18H-010.)<br><br>Program Code<br>201.112 - Bridge Rail Replacement and Upgrade<br><br>Performance Measure<br>132.0 Linear feet | 0E080 | 19-20 | PS&E | $410,000 | $410,000 |

## 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-18-81** |
| 4<br>03-Gle-162<br>76.3/78.6 | 2633<br>0312000052 | At Butte City, from Route 45 to 0.1 mile east of McDougall Street. Replace Sacramento River Bridge and Viaduct No. 11-0017 and reconstruct east side roadway to conform with new structure.<br><br>(Concurrent consideration of funding under Resolution E-19-49; June 2019.)<br><br>(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.)<br><br>(Concurrent SB 1 Baseline Agreement approval under Resolution SHOPP-P-1819-13B.)<br><br>(Concurrent amendment under SHOPP Amendment 18H-010.)<br><br>Program Code<br>201.113 - Bridge Seismic Restoration<br><br>Performance Measure<br>1 Bridge(s) | 3F060 | 20-21 | PS&E<br><br>R/W Sup | $5,500,000<br><br>$1,400,000 | $5,500,000<br><br>$1,400,000 |
| 5<br>03-Nev-49<br>0.0/7.5 | 4124<br>0315000112 | Near Higgins Corner, from the Placer County line to 0.3 mile north of Lime Kiln Road; also in Placer County, at PM R8.42 and PM R10.23. Rehabilitate drainage systems.<br><br>(Categorically Exempt)<br><br>Program Code<br>201.151 - Drainage System Restoration<br><br>Performance Measure<br>24 Culvert(s) | 0H210 | 21-22 | PS&E<br><br>R/W Sup | $743,000<br><br>$547,000 | $743,000<br><br>$547,000 |
| 6<br>04-Ala-680<br>R12.4/R21.9 | 0481P<br>0414000019 | In and near Pleasanton and Dublin, from north of Route 84 to Alcosta Boulevard. Roadway rehabilitation.<br>(G13 Contingency)<br><br>(Concurrent consideration of funding under Resolution E-19-52; June 2019.)<br><br>(Concurrent SB 1 Baseline Agreement approval under Resolution SHOPP-P-1819-13B.)<br><br>(Concurrent amendment under SHOPP Amendment 18H-010.)<br><br>Program Code<br>201.122 - Roadway Rehabilitation (2R)<br><br>Performance Measure<br>58.2 Lane mile(s) | 0J620 | 19-20 | PS&E<br><br>R/W Sup | $7,150,000<br><br>$1,500,000 | $7,150,000<br><br>$1,500,000 |

## 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-18-81** |
| 7<br>04-CC-242<br>R0.0/R1.6 | 0269H<br>0412000159 | In Concord, from Route 680 to 0.1 mile north of Concord Avenue. Pavement rehabilitation in northbound direction.<br><br>(Categorically Exempt)<br><br>(Concurrent amendment under SHOPP Amendment 18H-010.)<br><br>Program Code<br>201.121 - Pavement Rehabilitation (CAPM)<br><br>Performance Measure<br>5.1 Lane mile(s) | 26980 | 19-20 | PS&E<br><br>R/W Sup | $1,210,000<br><br>$110,000 | $1,340,000<br><br>$110,000 |
| 8<br>06-Ker-5<br>R7.5/R9.0 | 6884<br>0617000097 | In Kern County, from 2.4 miles north of Fort Tejon Overcrossing to 1.2 miles south of Grapevine Undercrossing at four locations. Repair reinforced concrete box culverts.<br><br>(Concurrent consideration of funding under Resolution E-19-54; June 2019.)<br><br>Program Code<br>201.151 - Drainage System Restoration<br><br>Performance Measure<br>4 Culvert(s) | 0W160 | 19-20 | PS&E<br><br>R/W Sup | $2,173,000<br><br>$29,000 | $2,173,000<br><br>$29,000 |
| 9<br>07-LA-1<br>R34.5/35.2 | 5041<br>0716000121 | In and near Santa Monica, from Lincoln Boulevard to McClure Tunnel; also on Route 10 (PM 2.1/18.3), Route 2 (PM R18.7), Route 101 (PM 11.8), and Route 105 (PM R1.95). Upgrade the existing Transportation Management System (TMS) elements to improve traffic monitoring, data transmission, and network connectivity including the Los Angeles Regional Transportation Management Center (LARTMC) and communication hubs at Route 10, Route 101 and Route 105.<br><br>(Categorically Exempt)<br><br>(SB 1 Baseline Agreement approved under Resolution SHOPP-P-1819-11B; March 2019.)<br><br>Program Code<br>201.315 - Transportation Management Systems<br><br>Performance Measure<br>129 Field element(s) | 32720 | 20-21 | R/W Sup | $43,000 | $43,000 |

## 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-18-81** |
| 10<br>07-LA-10<br>31.2/37.2 | 4712<br>0714000044 | In Baldwin Park and West Covina, from Route 605 to Citrus Avenue. Rehabilitate roadway. (G13 Contingency)<br><br>(Categorically Exempt)<br><br>(SB 1 Baseline Agreement approved under Resolution SHOPP-P-1819-04B; October 2018.)<br><br>Program Code<br>201.120 - Roadway Rehabilitation (3R)<br><br>Performance Measure<br>50.4 Lane mile(s) | 30390 | 19-20 | R/W Sup | $23,000 | $23,000 |
| 11<br>07-LA-91<br>R6.1/R20.7 | 5226<br>0717000060 | 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.<br><br>(Categorically Exempt)<br><br>(As part of this allocation request, the Department is requesting to extend the completion of the PS&E phase an additional 6 months beyond the 36 month deadline.)<br><br>(SB 1 Baseline Agreement approved under Resolution SHOPP-P-1819-12B; May 2019.)<br><br>Program Code<br>201.315 - Transportation Management Systems<br><br>Performance Measure<br>68 Field element(s) | 33860 | 21-22 | PS&E<br><br>R/W Sup | $2,630,000<br><br>$150,000 | $3,100,000<br><br>$150,000 |
| 12<br>07-LA-110<br>R0.7/8.8 | 5188<br>0716000346 | In the cities of Los Angeles, Wilmington, and Carson, from Gaffey Street to Route 405; also on Route 210 (PM R0.0/R35.8), Route 605 (PM 19.9/26.0), Route 710 (PM 5.0/9.4) and Route 2 (PM R18.7). Install wireless Bluetooth™ detection system to monitor travel time.<br><br>(Categorically Exempt)<br><br>Program Code<br>201.315 - Transportation Management Systems<br><br>Performance Measure<br>76 Field element(s) | 33500 | 20-21 | PS&E | $200,000 | $235,000 |

## 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-18-81** |
| 13<br>07-LA-134<br>0.0/R13.3 | 5222<br>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.<br><br>(Categorically Exempt)<br><br>Program Code<br>201.315 - Transportation Management Systems<br><br>Performance Measure<br>69 Field element(s) | 33790 | 21-22 | R/W Sup | $154,000 | $154,000 |
| 14<br>07-LA-405<br>8.8 | 4721<br>0714000084 | In Carson, at Dolores Yard Overhead No. 53 -1168. Upgrade bridge drainage system.<br><br>(Categorically Exempt)<br><br>(Concurrent amendment under SHOPP Amendment 18H-010.)<br><br>Program Code<br>201.119 - Bridge Preventative Maintenance<br><br>Performance Measure<br>1 Bridge(s) | 30480 | 20-21 | R/W Sup | $203,000 | $240,000 |
| 15<br>07-Ven-101<br>R36.3/R40.6 | 4687<br>0713000488 | Near Sea Cliff, from 0.4 mile south of Padre Juan Canyon Road Overcrossing to 0.3 mile north of Punta Gorda Pedestrian Undercrossing. Rehabilitate roadway.<br><br>(Categorically Exempt)<br><br>(SB 1 Baseline Agreement approved under Resolution SHOPP-P-1819-09B; December 2018.)<br><br>Program Code<br>201.122 - Roadway Rehabilitation (2R)<br><br>Performance Measure<br>21.6 Lane mile(s) | 30240 | 19-20 | R/W Sup | $200,000 | $200,000 |

## 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-18-81** |
| 16<br>10-SJ-120<br>R0.6/R6.1 | 3230<br>1017000021 | In and near Manteca and Lathrop, from Route 5 to Route 99; also on Route 5 at PM R13.34 and on Route 99 at PM 4.56. Install Intelligent Transportation System (ITS) field elements.<br><br>(Categorically Exempt)<br><br>Program Code<br>201.315 - Transportation Management Systems<br><br>Performance Measure<br>59 Field element(s) | 1C960 | 20-21 | R/W Sup | $5,000 | $5,000 |
| 17<br>10-Sta-99<br>R10.0/R16.8 | 3251<br>1016000017 | In and near Ceres and Modesto, at various locations from Mitchell Road to Kansas Avenue; also in Merced County, on Route 59 near the city of Merced, at Childs Avenue (PM 14.0). Upgrade drainage pump plants.<br><br>(Categorically Exempt)<br><br>Program Code<br>201.151 - Drainage System Restoration<br><br>Performance Measure<br>6 Culvert(s) | 1E620 | 20-21 | PS&E | $1,142,000 | $1,150,000 |
| 18<br>11-Imp-98<br>39.6/45.2 | 1342<br>1119000009 | Near Calexico, from Route 7 to 0.1 mile west of East Highline Canal Bridge. Rehabilitate roadway.<br><br>(Categorically Exempt)<br><br>(Concurrent amendment under SHOPP Amendment 18H-010.)<br><br>Program Code<br>201.122 - Roadway Rehabilitation (2R)<br><br>Performance Measure<br>11.2 Lane mile(s) | 43052 | 19-20 | PS&E | $780,000 | $780,000 |

| Component | No. of Phases | Total Amount |
|---|---|---|
| PA&ED | 0 | |
| PS&E | 12 | $25,695,000 |
| R/W Sup | 14 | $4,626,000 |
| **Total** | **26** | **$30,321,000** |

State of California
**DEPARTMENT OF TRANSPORTATION**

California State Transportation Agency

# MEMORANDUM

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

**CTC Meeting**: June 26-27, 2019

**From**: STEVEN KECK, Chief Financial Officer

**Reference Number**: 2.5b.(4), Action Item

**Prepared By**: Clark Paulsen, Chief
Division of Budgets

**Subject**: **ALLOCATION FOR SHOPP PROJECTS (ADVANCEMENTS FY 19-20)**

**RESOLUTION FP-18-83**

## ISSUE:

Should the California Transportation Commission (Commission) approve an allocation of $25,851,000 for the six projects programmed in the State Highway Operation and Protection Program (SHOPP) in fiscal year 2019-20?

## RECOMMENDATION:

In order to align funding and move forward in a timely manner, the California Department of Transportation (Department) recommends the Commission approve an allocation of $25,851,000 for six SHOPP projects programmed in the SHOPP in 2019-20.

## BACKGROUND:

The attached vote list describes six SHOPP projects programmed in 2019-20 totaling $25,851,000. The Department is ready to proceed with these projects, and is requesting an allocation at this time.

## FINANCIAL RESOLUTION:

Resolved that $19,966,000 be allocated from the Budget Act of 2017 and 2018, Budget Act Items 2660-302-0042, 2660-302-0890, 2660-302-3290, and Non-Budget Act Item 2660-802-3290 for construction and $5,885,000 for construction engineering for the SHOPP projects described on the attached vote list.

Attachments

## 2.5b.(4) SHOPP Projects (ADVANCEMENTS) Resolution FP-18-83

| Project Number | Allocation Amount | Dist-Co-Rte Postmile | EA Project ID | Location/Description | Construction | Construction Engineering |
|---|---|---|---|---|---|---|
| 1 | $6,602,000 | 02-Trinity-299 1.9/2.3 | 4G500 0214000031 | Near Salyer, from 0.8 mile east to 1.2 miles east of Campbell Ridge Road. Improve roadside clear recovery zone, provide standard lane widths and four foot shoulders, construct retaining walls and guardrails, and replace four existing culverts. This project will reduce the number and severity of collisions. | $4,467,000 | $2,135,000 |
| 2 | $8,440,000 | 04-Alameda-Var Var | 0Q870 0418000166 | In Alameda and Contra Costa Counties, on Routes 4, 13, 24, 80, 84, 92, 160, 238, 242, 580, 680, and 880 at various locations. Remove diseased, dead, or dying drought damaged trees. To address further incidents of fallen drought-stricken trees and to remove fuel sources for summer wildfires, an Emergency Limited Bid (ELB) contract is requested to accelerate the award of this project. | $6,990,000 | $1,450,000 |
| 3 | $5,730,000 | 04-Santa Clara-Var Var | 0Q890 0418000170 | In Santa Clara, San Mateo, and San Francisco Counties on Routes 9, 17, 35, 84, 130, 280, and 880 at various locations. Remove diseased, dead, or dying drought damaged trees. To address further incidents of fallen drought-stricken trees and to remove fuel sources for summer wildfires, an Emergency Limited Bid (ELB) contract is requested to accelerate the award of this project. | $4,580,000 | $1,150,000 |
| 4 | $270,000 | 05-Santa Barbara-101 R7.3/9.2 | 1C823 0517000084 | In and near Summerland, from 0.2 mile north of Padaro Lane Overcrossing to 0.2 mile north of Sheffield Avenue. Rehabilitate roadway. | $270,000 | |

## 2.5b.(4) SHOPP Projects (ADVANCEMENTS) Resolution FP-18-83

| Project Number | Allocation Amount | Dist-Co-Rte Postmile | EA Project ID | Location/Description | Construction | Construction Engineering |
|---|---|---|---|---|---|---|
| 5 | $1,279,000 | 10-Merced-152 Var | 0S120 1015000005 | In Merced County on Routes 152, 59, and 99 and in San Joaquin County on Routes 5 and 12, at various locations. Rehabilitate drainage systems by repairing or replacing existing culverts, overside drains, and downdrains. | $829,000 | $450,000 |
| 6 | $3,530,000 | 12-Orange-55 R5.5/R6.3 | 0Q660 1217000084 | In Costa Mesa and Santa Ana, at the southbound Route 55 connector to southbound Route 405. Rehabilitate pavement by correcting vertical pavement profile, replacing existing concrete pavement, building bridge structural departure slabs, and constructing overhead sign structure. This project will improve safety and ride quality. | $2,830,000 | $700,000 |

## 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 (ADVANCEMENTS)** | | | **Resolution FP-18-83** |
| 1<br>$6,602,000<br><br>Trinity<br>02-Tri-299<br>1.9/2.3 | Near Salyer, from 0.8 mile east to 1.2 miles east of Campbell Ridge Road. Outcome/Output: Improve roadside clear recovery zone, provide standard lane widths and four foot shoulders, construct retaining walls and guardrails, and replace four existing culverts. This project will reduce the number and severity of collisions.<br><br>Performance Measure:<br>Planned: 3, Actual: 3 Collision(s) reduced<br><br>Preliminary Engineering — Budget — Expended<br>PA&ED — $1,425,000 — $1,182,086<br>PS&E — $1,655,000 — $706,810<br>R/W Sup — $70,000 — $4,540<br><br>(CEQA - CE, 2/21/2018; Re-validation 4/16/2019)<br>(NEPA - CE, 2/21/2018; Re-validation 4/16/2019)<br><br>(As part of this allocation request, the Department is requesting to extend the completion of CONST and CON ENG an additional 4 months beyond the 36 month deadline.) | 02-3557<br>SHOPP/19-20<br>CON ENG<br>$2,135,000<br>CONST<br>$4,100,000<br>0214000031<br>4<br>4G500 | 001-0042 SHA<br>001-0890 FTF<br>20.10.201.015<br><br>2018-19<br>302-0042 SHA<br>302-0890 FTF<br>20.20.201.015 | $213,000<br>$1,922,000<br>$2,135,000<br><br><br>$447,000<br>$4,020,000<br>$4,467,000 |
| 2<br>$8,440,000<br><br>Alameda<br>04-Ala-Var<br>Var | In Alameda and Contra Costa Counties, on Routes 4, 13, 24, 80, 84, 92, 160, 238, 242, 580, 680, and 880 at various locations. Outcome/Output: Remove diseased, dead, or dying drought damaged trees. To address further incidents of fallen drought-stricken trees and to remove fuel sources for summer wildfires, an Emergency Limited Bid (ELB) contract is requested to accelerate the award of this project.<br><br>Performance Measure:<br>Planned: 16, Actual: 16 Location(s)<br><br>Preliminary Engineering — Budget — Expended<br>PA&ED — $1,450,000 — $502,872<br>PS&E — $800,000 — $0<br>R/W Sup — $20 — $0<br><br>(CEQA - CE, 3/26/2019)<br>(NEPA - N/A)<br><br>(Director's Order Emergency Limited Bid (ELB) project.) | 04-2025T<br>SHOPP/19-20<br>CON ENG<br>$1,450,000<br>CONST<br>$6,990,000<br>0418000166<br>4<br>0Q870 | 001-0042 SHA<br>20.10.201.131<br><br>2018-19<br>302-0042 SHA<br>20.20.201.131 | $1,450,000<br><br><br><br>$6,990,000 |

## 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 (ADVANCEMENTS)** | | | **Resolution FP-18-83** |
| 3<br>$5,730,000<br><br>Santa Clara<br>04-SCl-Var<br>Var | In Santa Clara, San Mateo, and San Francisco Counties on Routes 9, 17, 35, 84, 130, 280, and 880 at various locations. Outcome/Output: Remove diseased, dead, or dying drought damaged trees. To address further incidents of fallen drought-stricken trees and to remove fuel sources for summer wildfires, an Emergency Limited Bid (ELB) contract is requested to accelerate the award of this project.<br><br>Performance Measure:<br>Planned: 9, Actual: 9 Location(s)<br><br>Preliminary Engineering — Budget: PA&ED $1,300,000; PS&E $700,000; R/W Sup $50,000 — Expended: PA&ED $259,900; PS&E $0; R/W Sup $0<br><br>(CEQA - CE, 4/9/2019)<br>(NEPA - N/A)<br><br>(Director's Order Emergency Limited Bid (ELB) project.) | 04-2025U<br>SHOPP/19-20<br>CON ENG<br>$1,150,000<br>CONST<br>$4,580,000<br>0418000170<br>4<br>0Q890 | 001-0042 SHA<br>001-0890 FTF<br>20.10.201.131<br><br>2018-19<br>302-0042 SHA<br>302-0890 FTF<br>20.20.201.131 | $132,000<br>$1,018,000<br>$1,150,000<br><br><br>$525,000<br>$4,055,000<br>$4,580,000 |
| 4<br>$270,000<br><br>Santa Barbara<br>05-SB-101<br>R7.3/9.2 | In and near Summerland, from 0.2 mile north of Padaro Lane Overcrossing to 0.2 mile north of Sheffield Avenue. Outcome/Output: Rehabilitate roadway.<br><br>Preliminary Engineering — Budget: PA&ED $0; PS&E $330,000; R/W Sup $90,000 — Expended: PA&ED $0; PS&E $16,697; R/W Sup $2,631<br><br>(CEQA - EIR, 8/26/2014; Re-validation 6/1/2018)<br>(NEPA - FONSI, 8/26/2014; Re-validation 6/1/2018)<br><br>(Future consideration of funding approved under Resolution E-14-61; December 2014.)<br><br>(This is a Right of Way Capital Financial Contribution Only (FCO) to the Santa Barbara County Association of Governments (SBCAG).)<br><br>(SB 1 Baseline Agreement approved under Resolution SHOPP-P-1819-06B, October 2018.)<br><br>Performance Measure: Pavement<br>Existing Condition — Lane mile(s) — Good 2.6 — Fair 3.6 — Poor 0.4 — Quantity 6.6<br>Post Condition — Lane mile(s) — Good 6.6 — Fair 0.0 — Poor 0.0 — Quantity 6.6 | 05-2426C<br>SHOPP/19-20<br>RW Cap<br>$270,000<br>0517000084<br>4FCO<br>1C823 | 2017-18<br>802-3290 RMRA<br>20.20.201.120 | $270,000 |

## 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 (ADVANCEMENTS)** | | | **Resolution FP-18-83** |
| 5<br>$1,279,000<br><br>Merced<br>10-Mer-152<br>Var | In Merced County on Routes 152, 59, and 99 and in San Joaquin County on Routes 5 and 12, at various locations. Outcome/Output: Rehabilitate drainage systems by repairing or replacing existing culverts, overside drains, and downdrains.<br><br>Preliminary Engineering / Budget / Expended:<br>PA&ED $840,000 $619,584<br>PS&E $743,000 $370,073<br>R/W Sup $124,000 $29,672<br><br>(CEQA - MND, 4/9/2018; Re-validation 4/16/2019)<br>(NEPA - CE, 4/10/2018; Re-validation 4/16/2019)<br><br>(Future consideration of funding approved under Resolution E-18-103; August 2018.)<br><br>Performance Measure: Culverts (19 each)<br>Existing Condition: Linear feet; Good 0.0; Fair 0.0; Poor 400.0; Quantity 400.0<br>Post Condition: Linear feet; Good 400.0; Fair 0.0; Poor 0.0; Quantity 400.0 | 10-3139<br>SHOPP/19-20<br>CON ENG<br>$765,000<br>CONST<br>$1,768,000<br>1015000005<br>4<br>0S120 | 505-3290 RMRA<br>20.10.201.151<br><br>2017-18<br>302-3290 RMRA<br>20.20.201.151 | $450,000<br><br>$829,000 |
| 6<br>$3,530,000<br><br>Orange<br>12-Ora-55<br>R5.5/R6.3 | In Costa Mesa and Santa Ana, at the southbound Route 55 connector to southbound Route 405. Outcome/Output: Rehabilitate pavement by correcting vertical pavement profile, replacing existing concrete pavement, building bridge structural departure slabs, and constructing overhead sign structure. This project will improve safety and ride quality.<br><br>Preliminary Engineering / Budget / Expended:<br>PA&ED $0 $0<br>PS&E $880,000 $579,249<br>R/W Sup $0 $0<br><br>(CEQA - CE, 1/25/2018; Re-validation 4/3/2019)<br>(NEPA - N/A)<br><br>Performance Measure: Pavement<br>Existing Condition: Lane mile(s); Good 0.1; Fair 0.2; Poor 0.2; Quantity 0.5<br>Post Condition: Lane mile(s); Good 0.5; Fair 0.0; Poor 0.0; Quantity 0.5 | 12-3458A<br>SHOPP/19-20<br>CON ENG<br>$600,000<br>CONST<br>$2,830,000<br>1217000084<br>4<br>0Q660 | 505-3290 RMRA<br>20.10.201.120<br><br>2017-18<br>802-3290 RMRA<br>20.20.201.120 | $700,000<br><br>$2,830,000 |

State of California
**DEPARTMENT OF TRANSPORTATION**

California State Transportation Agency

# MEMORANDUM

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

**CTC Meeting**: June 26-27, 2019

**From**: STEVEN KECK, Chief Financial Officer

**Reference Number**: 2.5b.(3), Action Item

**Prepared By**: Clark Paulsen, Chief
Division of Budgets

**Subject**: **RIGHT OF WAY CAPITAL ALLOCATION FOR SHOPP PROJECTS (ADVANCEMENT FY 19-20) RESOLUTION FP-18-82**

## ISSUE:

Should the California Transportation Commission (Commission) approve a Right of Way capital allocation of $15,200,000 for the State Highway Operation and Protection Program (SHOPP) project (PPNO 9819), in Yuba County programmed in fiscal year 2019-20, that will widen shoulders and improve the clear recovery zone?

## RECOMMENDATION:

In order to move forward with project delivery in a timely manner, the California Department of Transportation (Department) recommends that the Commission approve a right of way capital allocation of $15,200,000 for this SHOPP project (PPNO 9819), in Yuba County programmed in 2019-20, that will widen shoulders and improve the clear recovery zone.

## BACKGROUND:

Per Resolution G-01-19, proposed for adoption by the Commission at the June 2019 meeting, starting with projects that are programmed with right of way capital for 2019-20 or later, projects with right of way capital programming of $10 million or more must receive Commission approval for project level allocations prior to expenditure of funds.

This safety project is located near the City of Marysville from Laurellen Road to South Honcut Creek Bridge on State Route 70 in Yuba County. The project will widen and pave the shoulders, provide turn lanes and bus pull outs, straighten and flatten curves, install rumble strips, replace or extend culverts and establish a Clear Recovery Zone for errant vehicles. Wider shoulders will allow room for slow moving farm equipment as well as provide the Department's Maintenance crews and California Highway Patrol a safe work zone. With

numerous school bus stops within the project limits, designated locations will also provide students with safer access to buses.

This project will improve safety and reduce the number and severity of collisions in the area. The performance measure for this project is 80 collisions reduced for the life of the project.

The project scope requires that the Department acquire 84 parcels, including fee acquisitions, permanent easements, and temporary construction easements. The project will also require coordinating utility relocations, providing relocation assistance, and securing demolition contracts. The Department's Division of Right of Way is actively managing the delivery risks associated with working near gas lines and residential acquisitions impacting complex improvements.

The original Right of Way capital programming was based on the right of way capital estimate developed in 2014. An updated estimate, based on improved mapping and positive location of utility facilities, was completed in 2018. However, the total acquisition area has increased and additional utility conflicts were identified and the current right of way capital estimate is $15,200,000.

This allocation request is being submitted with concurrent consideration of funding approval under Resolution E-19-69 and SHOPP Amendment 18H-010 also on this month's Commission agenda. The Department is also requesting to extend completion of the right of way capital phase an additional 24 months beyond the 72-month deadline.

**FINANCIAL RESOLUTION:**

Resolved that $15,200,000 be allocated from the Budget Act of 2019, Budget Act Items 2660-302-0042 and 2660-302-0890 for right of way capital for the SHOPP project described above. This allocation is contingent on the passage of the 2019 Budget Act.

## 2.5 Highway Financial Matters

| Project No. / Allocation Amount / County / Dist-Co-Rte / Postmile | 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 |
|---|---|---|---|---|
| **2.5b.(3)** | **SHOPP Projects (ADVANCEMENTS)** | | | **Resolution FP-18-82** |
| 1<br>$15,200,000<br><br>Yuba<br>03-Yub-70<br>16.2/25.8 | Near Marysville, from Laurellen Road to South Honcut Creek Bridge. Outcome/Output: Widen shoulders and improve clear recovery zone.<br><br>Performance Measure:<br>Planned: 80, Actual: 80 Collision(s) reduced<br><br>Preliminary<br>Engineering / Budget / Expended<br>PA&ED $4,496,600 $4,246,242<br>PS&E $4,884,000 $0<br>R/W Sup $6,227,000 $0<br><br>(CEQA - EIR, 6/24/2019)<br>(NEPA - FONSI, 6/24/2019)<br><br>(Concurrent consideration of funding under Resolution E-19-69; June 2019.)<br><br>(As part of this allocation request, the Department is requesting to extend the completion of R/W Cap an additional 24 months beyond the 72 month deadline.)<br><br>(Concurrent PS&E and R/W Sup Allocation Time Extension under Waiver 19-29.)<br><br>(Concurrent amendment under SHOPP Amendment 18H-010.) | 03-9819<br>SHOPP/19-20<br>R/W<br>$15,200,000<br>0314000153<br>9<br>4F380 | 2018-19<br>302-0042 SHA<br>302-0890 FTF<br>20.20.201.010 | $1,520,000<br>$13,680,000<br>$15,200,000 |

State of California
**DEPARTMENT OF TRANSPORTATION**

California State Transportation Agency

# MEMORANDUM

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

**CTC Meeting**: June 26-27, 2019

**From**: STEVEN KECK, Chief Financial Officer

**Reference Number**: 3.15, Information Item

**Prepared By**: Bruce De Terra, Chief
Division of Transportation
Programming

**Subject**: **PRELIMINARY CLOSE-OUT REPORT ON THE FISCAL YEAR 2018-19 MINOR PROGRAM ANNUAL ALLOCATION**

## SUMMARY:

As of June 3, 2019, the California Department of Transportation (Department) sub-allocated and the California Transportation Commission (Commission) allocated $80,685,944 in construction capital and expended $63,199,976 in capital outlay support for the Fiscal Year 2018-19 State Highway Operation and Protection Program (SHOPP) Minor Program, which constitutes 96 percent of the approved $150,000,000 allocation.

## BACKGROUND:

At its June 2016 meeting, the Commission approved Resolution G-05-16 delegating to the Department the sub-allocation and adjustment authority for minor capital construction projects included in a concurrent list of projects approved under Resolution FM-17-05. Resolution G-05-16, allows the Department to sub-allocate funding and advertise projects without waiting for Commission meetings to receive an allocation. However, Commission review is required for Minor A projects not previously identified in the Department's approved list.

The Minor Program is a one-year program reserved for low-cost capital projects that are SHOPP eligible. Minor projects must be awarded in the fiscal year in which they were allocated. Effective March 6, 2018, Minor B projects have a construction limit up to $314,000. Minor A projects have a construction limit ranging from $314,001 up to $1,250,000.

The Commission approved an allocation for 2018-19 of $150,000,000 ($85,875,336 for construction capital and $64,124,664 for capital outlay support). As of June 3, 2019, the Department has utilized;

- Minor A projects $27,404,000 delegated by the Department
  $9,586,000 allocated by the Commission
- Minor B construction $42,615,382
- Right of Way capital $681,375
- Day Labor $399,187
- Capital Outlay Support $63,199,976

In total, the Department has expended $143,885,920 of the approved $150,000,000 for 2018-19 Minor Program.

The 2018-19 Final SHOPP Minor Program Close-Out Report will be reported at the October 2019 Commission meeting.

State of California
**DEPARTMENT OF TRANSPORTATION**

California State Transportation Agency

# MEMORANDUM

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

**CTC Meeting**: June 26-27, 2019

**From**: STEVEN KECK, Chief Financial Officer

**Reference Number**: 2.5j., Action Item

**Prepared By**: Bruce De Terra, Chief
Division of Transportation Programming

**Subject**: **FISCAL YEAR 2019-20 STATE HIGHWAY OPERATION AND PROTECTION PROGRAM MINOR CONSTRUCTION PROGRAM (SHOPP) ALLOCATION RESOLUTION FM-18-03**

## ISSUE:

Should the California Transportation Commission (Commission) approve Resolution FM-18-03 allocating $150,000,000 for the Fiscal Year 2019-20 State Highway Operation and Protection Program (SHOPP) Minor Program?

## RECOMMENDATION:

The California Department of Transportation (Department) recommends that the Commission approve Resolution FM-18-03 allocating $150,000,000 ($85,923,513 for construction capital and $64,076,487 for capital outlay support) for the 2019-20 SHOPP Minor Program.

## BACKGROUND:

At its June 2016 meeting, the Commission passed Resolution G-05-16 delegating to the Department the sub-allocation and adjustment authority for minor capital construction projects. The resolution requires the Department to present its Minor Program to the Commission annually for review and approval. In addition, the resolution states that the following be included for projects to be allocated in the upcoming fiscal year;

- Project description, location, expenditure authorization (EA) number and performance measures.
- Program sum for day labor (material acquisitions only), right of way capital, construction capital and construction support.
- Construction capital and support costs and right of way capital of Minor B projects.

Consistent with Resolution G-05-16, the Department reviewed the Minor Program project list on the attachment with Commission staff.

**FINANCIAL RESOLUTION:**

Resolve that the amount of $85,923,513 for construction be allocated from Budget Act of 2019, Budget Act Items 2660-302-0042, 2660-302-0890 and 2660-303-0042, and $64,076,487 for capital outlay support, for the Minor Program for 2019-20, contingent upon the passage of the Budget Act of 2019.

Attachments

FY 2019-20 Minor A Project List
Districts 01 through 12

| No. | Dist | County | Route | Post Miles | Location/Description | EA | EFIS | Prog Code | Construction (Life of Project) | Support (Life of Project) | Project R/W (Life of Project) | Performance Measure Quantity | Performance Measure Unit(s) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 1 | Humboldt | 101 | 79.9/84.9 | In Humboldt County, in and near Eureka and Arcata at various locations from 0.1 mile of Eureka Slough Bridge to 0.9 mile south of the Route 255/101 Separation. Install Tide Gates. | 0C930 | 0113000078 | 201.151 | $909,000 | $975,000 | $25,000 | n/a | n/a |
| 2 | 1 | Humboldt | 96 | 22.9 | In Humboldt County, in Weitchpec at Pearson Lane. Construct retaining wall to improve sight distance. | 0F080 | 0115000064 | 201.015 | $1,103,000 | $2,546,000 | $5,000 | 3 | Collision(s) reduced |
| 3 | 1 | Mendocino | 1 | 59.3 | In Mendocino County, near Fort Bragg at Simpson Lane Road 414. Replace Simpson lane roundabout pavement. | 0J010 | 0118000146 | 201.121 | $1,050,000 | $1,328,000 | $0 | 0.002 | Lane mile(s) |
| 4 | 2 | Tehama | 36 | 87.0/87.8 | In Tehama County, near Mineral from 0.2 mile east of Paynes Creek Road to 0.1 mile west of Route 89. Install Summit Closed Circuit Televisions (CCTV) and Roadside Weather Information System (RWIS). | 0H390 | 0215000006 | 201.315 | $719,000 | $320,000 | $21,000 | 2 | Field element(s) |
| 5 | 2 | Tehama | 36 | 87.8/89.1 | In Tehama County, near Mineral from 0.1 mile to 1.5 miles east of Route 89. Construct Truck Climbing Lane. | 2H140 | 0216000118 | 201.310 | $1,250,000 | $175,000 | $0 | 1.0 | Daily vehicle hour(s) of delay (DVHD) |
| 6 | 2 | Shasta | 273 | 4.4/12.3 | In Shasta County, at various locations from Barney Road to Westwood Avenue. Install Changeable Message Signs (CMS) and Closed Circuit Televisions (CCTV). | 2H970 | 0217000043 | 201.315 | $1,250,000 | $420,000 | $25,000 | 3 | Field element(s) |
| 7 | 2 | Shasta | 5 | 59.5/62.5 | In Shasta County, about 9.0 miles north of Pollard Flat at various locations from 0.5 mile south if Creekside Undercrossing to 0.1 mile south of Castella Sidehill Viaduct. Improve clear recovery. | 3H610 | 0217000151 | 201.015 | $470,000 | $230,000 | $7,000 | 3 | Collision(s) reduced |
| 8 | 2 | Trinity | 3 | 31.8/32.1 | In Trinity County, near Weaverville from Five Cent Gulch Street to 0.5 mile south of East Weaver Road. Construct two-way left turn lane. | 4H330 | 0218000108 | 201.310 | $400,000 | $280,000 | $20,000 | 1.0 | Daily vehicle hour(s) of delay (DVHD) |
| 9 | 2 | Tehama | 36 | 67.6/68.9 | In Tehama County, about 3.0 miles east of Paynes Creek from 0.4 mile east to 1.8 miles east of Paynes Creek Road. Construct rock fence. | 4H770 | 0219000003 | 201.150 | $1,250,000 | $126,000 | $0 | 1 | Location(s) |
| 10 | 3 | Butte | 162 | 16.4 | In Butte County, on Route 162 in Oroville at 5th Avenue. Upgrade traffic signal/install interconnect. | 2F520 | 0313000314 | 201.310 | $1,100,000 | $1,164,200 | $100,000 | 5.0 | Daily vehicle hour(s) of delay (DVHD) |
| 11 | 3 | Nevada | 80 | 19.3 | In Nevada County, on Route 80 near Truckee at the Donner Pass California Highway Patrol (CHP) Inspection Facility. Rehabilitate/upgrade Donner Pass CHP Truck Inspection Facility. | 2H300 | 0317000092 | 201.321 | $970,000 | $355,000 | $15,000 | 1 | Location(s) |

FY 2019-20 Minor A Project List
Districts 01 through 12

| No. | Dist | County | Route | Post Miles | Location/Description | EA | EFIS | Prog Code | Construction (Life of Project) | Support (Life of Project) | Project R/W (Life of Project) | Performance Measure Quantity | Performance Measure Unit(s) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12 | 3 | Placer | 80 | 32.7/33.0 | In Placer County, in the City of Colfax on Route 80 at the westbound onramp from Route 174. Construct accel lane. | 4H660 | 0319000019 | 201.310 | $1,250,000 | $960,000 | $0 | 5.0 | Daily vehicle hour(s) of delay (DVHD) |
| 13 | 3 | Sacramento | 5 | 32.8 | In Sacramento County, on Route 5 at the Airport Boulevard loop onramp to southbound Route 5. Install ramp metering. | 0J220 | 0319000234 | 201.315 | $500,000 | $180,000 | $5,000 | 1 | Field element(s) |
| 14 | 3 | Placer | 28 | 10.2 | In Placer County, on Route 28 north side of Highway 28 from Chipmunk Street to Beaver Street. Install storm drain. | 0J250 | 0319000248 | 201.151 | $350,000 | $213,000 | $5,000 | 3 | Culvert(s) |
| 15 | 3 | Nevada | 49 | 1.3 | In Nevada County, on Route 49 approximately 0.6 mile north of Gautier Road. Install Weigh-in-Motion (WIM). | 0J360 | 0319000267 | 201.321 | $1,250,000 | $750,000 | $10,000 | 1 | Location(s) |
| 16 | 4 | Marin | 101 | 8.9 | In Marin County, in Larskspur, at Sir Francis Drake Boulevard. Construct downdrain and erosion control. | 0Q730 | 0418000143 | 201.151 | $475,000 | $300,000 | $50,000 | 230 | Culvert(s) |
| 17 | 4 | Alameda | 80/580/880 | 3.2/46.6/R35.2 | In Oakland, on Routes 80, 580 and 880, install Intermediate Enhanced Reference Location (IERL) signs per every tenth of the mile in MacArtur Maze. | 3Q690 | 0419000244 | 201.015 | $835,000 | $700,000 | $15,000 | 6 | Collision(s) reduced |
| 18 | 4 | Santa Clara | Var | Var | In Santa Clara County, on Routes 87, 101 and 880 at various locations. Replace electrical controls at three pump stations. | 3Q830 | 0419000269 | 201.352 | $1,000,000 | $750,000 | $5,000 | 2 | Location(s) |
| 19 | 4 | Contra Costa | 4 | R32.7/R34.0 | In Contra Costa County, in Orinda on Route 4 from 0.2 mile west of Lone Treey Way undercrossing to Sand Creek Way Bridge. Pavement rehabilitation (westbound direction only). | 4Q160 | 0419000353 | 201.121 | $1,000,000 | $750,000 | $5,000 | 4.0 | Lane mile(s) |
| 20 | 4 | Contra Costa | 24 | 0.4/1.0 | In Contra Costa County, on Route 24 in Orinda from Fish Ranch Road to 0.2 mile west of Gateway Boulevard Overcrossing. Pavement rehabilitation. | 4Q330 | 0419000378 | 201.121 | $900,000 | $750,000 | $5,000 | 3.0 | Lane mile(s) |
| 21 | 5 | San Luis Obispo | 46 | 49.6 | In San Luis Obispo County, on Route 46 at the Shandon Safety Roadside Rest Area. Expand wastewater treatment facilities. | 1G370 | 0515000005 | 201.235 | $1,250,000 | $485,000 | $5,000 | 1 | Location(s) |
| 22 | 5 | Monterey/Santa Cruz | Var | Var | In Monterey and Santa Cruz Counties, on various routes at various locations. Electrical, signs, markings and pavement. | 1G760 | 0515000101 | 201.015 | $1,250,000 | $250,000 | $6,600 | 7 | Collision(s) reduced |
| 23 | 5 | Santa Barbara | 101 | 78.4/79.0 | In Santa Barbara County, near Santa Maria at Solomon Summit Undercrossing No. 51-191. Rehabilitate pavement. | 1H980 | 0517000043 | 201.120 | $1,250,000 | $691,000 | $3,000 | n/a | n/a |
| 24 | 6 | Tulare | 190 | 9.1/9.6 | Near Poplar, from 0.2 mile west of Road 191 to 0.1 mile east of Road 192. Construct drainage system. | 0N130 | 0600020432 | 201.150 | $1,250,000 | $1,300,000 | $15,000 | 1 | Location(s) |

FY 2019-20 Minor A Project List
Districts 01 through 12

| No. | Dist | County | Route | Post Miles | Location/Description | EA | EFIS | Prog Code | Construction (Life of Project) | Support (Life of Project) | Project R/W (Life of Project) | Performance Measure Quantity | Performance Measure Unit(s) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 25 | 6 | Kern | 5 | 0.0/87.0 | In Kern County, from Los Angeles County line to Kings County line. Install Vehicle Detection Stations (VDS). | 0T010 | 0615000004 | 201.315 | $1,250,000 | $750,000 | $5,000 | 15 | Field element(s) |
| 26 | 6 | Tulare | 137 | 16.5/16.6 | In Tulare, at Route 137/99 Separation ramp intersections. Install traffic signal. | 0T350 | 0615000065 | 201.310 | $310,000 | $1,000,000 | $163,000 | 29.3 | Daily vehicle hour(s) of delay (DVHD) |
| 27 | 6 | Madera | 145 | 9.6/11.0 | In Madera, from Sixth Street to Tozer Street. Construct Americans with Disabilities Act (ADA) ramps. | 0U670 | 0616000120 | 201.361 | $1,250,000 | $2,750,000 | $131,000 | 27 | Curb ramp(s) |
| 28 | 6 | Fresno | 99 | 21.7 | In Fresno, at the Route 99/180 Intersection. Install concrete guardrail. | 0X590 | 0618000097 | 201.015 | $880,000 | $875,000 | $2,500 | 6 | Collision(s) reduced |
| 29 | 6 | Tulare | 198 | 7.1 | In Visalia, 0.1 miles west of Linwood Bridge Overcrossing. Remediate hazardous waste in soil. | 1A010 | 0619000112 | 201.330 | $750,000 | $450,000 | $0 | 1 | Location(s) |
| 30 | 7 | Los Angeles | 10 | 26.3 | In city of San Gabriel, at San Gabriel Electrical Maintenance Station. Re-model existing building to meet the current California Building Code. | 4P240 | 0716000238 | 201.352 | $560,000 | $500,000 | $10,000 | 1 | Location(s) |
| 31 | 7 | Los Angeles | 210 | 34.9/35.8 | In Duarte, at westbound offramp to Central Avenue and Buena Vista Street. Install traffic signal system. | 4V060 | 0717000175 | 201.310 | $650,000 | $535,000 | $10,000 | 110.0 | Daily vehicle hour(s) of delay (DVHD) |
| 32 | 7 | Los Angeles | 1 | 49.9 | In Malibu, near Corral Canyon. Install pedestrian signal crossing, hybrid beacon. | 4V010 | 0718000265 | 201.015 | $500,000 | $400,000 | $10,000 | 3 | Collision(s) reduced |
| 33 | 7 | Los Angeles | 213 | 2.2 | In San Pedro, at Crestwood Street. Traffic signal improvement. | 4V020 | 0718000266 | 201.310 | $500,000 | $450,000 | $24,000 | 75.0 | Daily vehicle hour(s) of delay (DVHD) |
| 34 | 7 | Los Angeles | 90 | 1.8 | In Culver City, Route 90 on/offramp at Culver Boulevard. Signal improvement, protected left turn lane. | 4V030 | 0718000267 | 201.310 | $700,000 | $500,000 | $20,000 | 95.0 | Daily vehicle hour(s) of delay (DVHD) |
| 35 | 7 | Los Angeles | 19 | 7.8/8.4 | In Downey, Century Boulevard and Gardendale Street. Relinquishment. Financial Contribution Only. | 4V080 | 0719000059 | 201.160 | $740,000 | $100,000 | $0 | 0.5 | Lane mile(s) |
| 36 | 7 | Los Angeles | 710 | 26.7/27.1 | In Los Angeles, northbound Route 710 along Laguna regulation basin. Install Midwest Guardrail System (MGS). | 4V090 | 0719000076 | 201.015 | $750,000 | $250,000 | $250,000 | 3 | Collision(s) reduced |
| 37 | 7 | Los Angeles | 213 | 6.2 | In Los Angeles, at intersection of Route 213 and 242nd Place. Install traffic signal and Americans with Disabilities Act (ADA) curb ramps. | 4V140 | 0719000147 | 201.310 | $500,000 | $450,000 | $10,000 | 78.0 | Daily vehicle hour(s) of delay (DVHD) |
| 38 | 8 | San Bernardino | 15 | 40.4 | In Victorville, from eastbound Route 18 (Palmdale Road) to southbound Route 15 onramp. Lengthen acceleration lane. | 1F990 | 0815000095 | 201.310 | $1,247,000 | $750,000 | $0 | 75.0 | Daily vehicle hour(s) of delay (DVHD) |
| 39 | 8 | Riverside | 215 | 23.4/24.0 | In Perris, at Routes 215/74 Separation. Install new ramp metering systems. | 1G370 | 0815000216 | 201.315 | $950,000 | $800,000 | $0 | 2 | Field element(s) |

FY 2019-20 Minor A Project List
Districts 01 through 12

| No. | Dist | County | Route | Post Miles | Location/Description | EA | EFIS | Prog Code | Construction (Life of Project) | Support (Life of Project) | Project R/W (Life of Project) | Performance Measure Quantity | Performance Measure Unit(s) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 40 | 8 | San Bernardino | 189 | Var | In Lake Arrowhead, from 0.2 mile east of Junction Route 18/189 to Junction Route 173/189 install Midwest Guardrail System (MGS) at various segments. | 1H970 | 0817000175 | 201.015 | $1,247,000 | $750,000 | $0 | 8 | Collision(s) reduced |
| 41 | 8 | San Bernardino | 215 | 13.9 | In Redlands, at California Street Undercrossing. Widen eastbound offramp. | 1G291 | 0818000114 | 201.310 | $1,200,000 | $800,000 | $0 | 5.0 | Daily vehicle hour(s) of delay (DVHD) |
| 42 | 8 | Riverside | 10 | 9.1/9.6 | In Beaumont and Banning, from 0.9 mile east of Pennsylvania Avenue Undercrossing to 1.7 miles excluding Sunset Undercrossing. Widen offramps from two to three turning lanes at the ramp intersections. Financial Contribution Only. | 1K440 | 0819000041 | 201.310 | $1,000,000 | $0 | $0 | 368.0 | Daily vehicle hour(s) of delay (DVHD) |
| 43 | 8 | Riverside | 15 | 3.4/5.0 | In Temecula, on Riverside Route 15 from Temecula Parkway interchange to Rancho California Road offramp. Construct northbound auxiliary lane from 0.4 mile north of Temecula Parkway onramp to Rancho California Road offramp. Financial Contribution Only. | 1K401 | 0819000108 | 201.310 | $1,250,000 | $0 | $0 | 579.0 | Daily vehicle hour(s) of delay (DVHD) |
| 44 | 9 | Inyo | Var | Var | In Inyo County, at various locations. Cross walk enhancements. | 37010 | 0917000032 | 201.015 | $1,250,000 | $250,000 | $20,000 | 12 | Collision(s) reduced |
| 45 | 9 | Mono | Var | Var | In Mono County, at various locations. Construct dual use staging area. | 37300 | 0917000070 | 201.235 | $1,250,000 | $250,000 | $50,000 | 3 | Location(s) |
| 46 | 9 | Var | Var | Var | In various counties, on various routes in various locations. Install weather station. | 37700 | 0918000039 | 201.315 | $800,000 | $160,000 | $20,000 | 6 | Field element(s) |
| 47 | 10 | San Joaquin | 5 | 28.3 | In San Joaquin County, in the city of Stockton on Route 5 at Smith Canal Bridges. Levee restoration at Smith Canal Bridges. Financial Contribution Only. | 1E790 | 1016000051 | 201.111 | $1,250,000 | $0 | $0 | 1 | Bridge(s) |
| 48 | 10 | Stanislaus | 5 | 20.0, 26.3 | In Stanislaus County, near Westley, from 3.0 miles south of Howard Road Undercrossing to 0.7 mile north of Khalsa Rd Undercrossing. Modify median Metal Beam Guard Rail (MBGR) to provide openings where fire, emergency, or other authorized personnel can turn around. | 1H320 | 1018000021 | 201.015 | $603,000 | $1,346,000 | $0 | 4 | Collision(s) reduced |
| 49 | 10 | San Joaquin | 99 | 20.7 | In San Joaquin County, in the City of Stockton off Route 99/Cherokee Road at 3330 North Ad Art Road. Maintenance building rehabilitation. | 1H780 | 1018000157 | 201.352 | $1,250,000 | $2,243,000 | $0 | 1 | Location(s) |

FY 2019-20 Minor A Project List
Districts 01 through 12

| No. | Dist | County | Route | Post Miles | Location/Description | EA | EFIS | Prog Code | Construction (Life of Project) | Support (Life of Project) | Project R/W (Life of Project) | Performance Measure Quantity | Performance Measure Unit(s) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 50 | 12 | Orange | 241 | 14.5/27.4 | In Rancho Santa Margarita and in unincorporated areas of Orange County, from Oso Parkway to Route 133. Upgrade guardrail to Midwest Guardrail System (MGS), new terminal systems, replace AC dikes and relocate electroliers. | 0Q700 | 1217000090 | 201.015 | $900,000 | $500,000 | $0 | 24 | Collision(s) reduced |
| 51 | 12 | Orange | 55 | R6.0/17.2 | In Anaheim and Orange, on Route 55 between La Veta and Route 91. Upgrade safety devices at 12 locations. | 0S040 | 1219000083 | 201.015 | $1,250,000 | $650,000 | $0 | 3 | Collision(s) reduced |

State of California
**DEPARTMENT OF TRANSPORTATION**

California State Transportation Agency

# MEMORANDUM

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

**CTC Meeting**: June 26-27, 2019

**From**: STEVEN KECK, Chief Financial Officer

**Reference Number**: 3.16, Information Item

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

**Subject**: **PRELIMINARY CLOSE OUT REPORT ON FISCAL YEAR 2018-19 RIGHT OF WAY ANNUAL ALLOCATION**

## SUMMARY:

Per California Transportation Commission (Commission) Resolution G-01-09, the California Department of Transportation (Department) must present an annual report on the Right of Way (R/W) capital outlay expenditure program for Commission review and acceptance.

On June 30, 2018, the Commission passed Resolution FM 17-04 authorizing an annual allocation of $170,000,000 for fiscal year 2018-19 R/W activities.

## BACKGROUND:

Through May 14, 2019, the Department's Division of Right of Way has committed $106,628,361 and plans to spend $21,483,639 for the remainder of the fiscal year. The forecasted remaining balance at the end of the fiscal year will be $41,888,000 of which $20,888,000 is for the Coordinated Border Infrastructure Program (CBI) and $21,000,000 is for the State Highway Operation and Protection Plan (SHOPP). The remaining balance for the CBI could not get encumbered in 2018-19 due to the design plan not being far enough along to get utility owners Calpine and San Diego Gas & Electric started on their relocation plans. The remaining balance for SHOPP could not get encumbered in 2018-19 due to the determination that multiple mitigation service contracts will not be fully executed by June 30, 2019.

The summary below provides a breakdown of expenditures forecasted through June 30, 2019.

FY 2018-19 R/W Allocation Expenditures through May 14, 2019 (dollars x 1,000,000)

| Capital Projects | Total Fiscal Year Allocation | Expended as of 05/14/19 | Forecasted Expenditures 05/14/19 through 06/30/19 | Forecasted Balance |
|---|---|---|---|---|
| STIP | 26.2 | 41.9 | 7.8 | (23.5) |
| SHOPP | 95.2 | 55.8 | 9.6 | 29.8 |
| **Specific Categories** | | | | |
| Post Certifications | 20.6 | 4.5 | 1.5 | 14.6 |
| Pro Dev/Environmental Permit Fees | 1.0 | 0.8 | 0.2 | 0.0 |
| Damage to Property (Inverse) | 1.5 | 1.5 | 0.0 | 0.0 |
| Coordinated Border Infrastructure Program (CBI) | 25.5 | 2.2 | 2.4 | 20.9 |
| **Total Right of Way**[i] | 170.0 | 106.7 | 21.5 | 41.8 |

[i] R/W Capital Plan available at http://www.dot.ca.gov/hq/row/acquisition/

State of California
**DEPARTMENT OF TRANSPORTATION**

California State Transportation Agency

# MEMORANDUM

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

**CTC Meeting**: June 26-27, 2019

**From**: STEVEN KECK, Chief Financial Officer

**Reference Number**: 2.5m., Action Item

**Prepared By**: Clark Paulsen, Chief
Division of Budgets

**Subject**: **FISCAL YEAR 2019-20 RIGHT OF WAY ANNUAL ALLOCATION RESOLUTION FM-18-04**

## ISSUE:

Should the California Transportation Commission (Commission) approve the suggested annual allocation for Right of Way (R/W) capital outlay for fiscal year 2019-20?

## RECOMMENDATION:

The California Department of Transportation (Department) recommends the Commission approve Resolution FM-18-04 to allocate an annual allocation of $178,000,000 for R/W capital outlay funds for 2019-20.

## BACKGROUND:

Each year, the Department is required to obtain a R/W capital annual allocation from the Commission before it can deliver the R/W needs for programmed projects in the Project Delivery Plan. The R/W capital annual allocation is used for State Highway Operation and Protection Program (SHOPP) and State Transportation Improvement Program (STIP) projects with R/W capital programming of $10,000,000 or less. Projects with SHOPP or STIP R/W capital programming of $10,000,000 or more in 2019-20 or later will be allocated by the Commission individually. The annual allocation is also used for SHOPP and STIP project development capital costs incurred prior to environmental clearance and costs associated with damage to property (inverse condemnation) lawsuits. The approval of this resolution will provide the Department the ability to deliver its R/W commitments for 2019-20.

| Capital Projects | Total | (in thousands) |
|---|---|---|
| **STIP** | $37,269 | |
| **Specific Categories** | | |
| **Pre-Environmental Clearance Project Development** | $214 | |
| **Post-Certification** | $4,047 | |
| **Damage to Property (Inverse)** | $25 | |
| | | |
| **SHOPP** | $107,196 | |
| **Specific Categories** | | |
| **Pre-Environmental Clearance Project Development** | $1,474 | |
| **Post-Certification** | $2,053 | |
| **Damage to Property (Inverse)** | $2,579 | |
| | | |
| **Coordinated Border Infrastructure Program (CBI)** | $22,980 | |
| | | |
| **Total Right of Way**[i] | $178,000 | (rounded) |

Resolution G-01-19 requires the Department to present annually its R/W capital annual allocation expenditure plan to the Commission for review and acceptance. The Resolution states that the plan will be supported by a project list that includes at a minimum: district, county, route, expenditure authorization, planning programming number, project description, source programming document, year of R/W capital programming, total programmed R/W capital for SHOPP and STIP, total SHOPP and STIP R/W capital commitments to date, planned R/W SHOPP and STIP capital expenditures for the fiscal year, and total SHOPP and STIP R/W capital commitments for the fiscal year.

The 2019-20 R/W capital outlay expenditure plan is consistent with the Department's SHOPP and STIP documents, as approved by the Commission, and it includes the specific categories of project development capital prior to environmental clearance, post-certification, damage to property (inverse condemnation), as well as the Coordinated Border Infrastructure Program (CBI).

Consistent with Resolution G-01-19, the Department reviewed with Commission staff the proposed list of projects that comprise the requested 2019-20 R/W capital allocations. The Department will report to the Commission on a quarterly basis the status of the project list, including any projects added, and the balance of the annual allocation.

The chart below breaks down the R/W capital annual allocation by fund source and state budget FY appropriation.

**FINANCIAL RESOLUTION:**

Resolved, that $178,000,000 be allocated from the Budget Act of 2019, Items 2660-301-0042, 2660-301-0890, 2660-302-0042, and 2660-302-0890 for the 2019-20 Right of Way Capital Annual Allocation.

| Program | Fund Source | FY 2019-20 Budget Authority (in thousands) |
|---|---|---|
| **STIP** | SHA-20301-0042 | $54,344 |
| **STIP** | Federal-20301F-0890 | $5,434 |
| **STIP** | Sub-total STIP | $59,778 |
| **SHOPP** | SHA-20302-0042 | $73,211 |
| **SHOPP** | Federal-20302F-0890 | $21,868 |
| **SHOPP** | Sub-total SHOPP | $95,079 |
| **CBI** | Federal-20302F-0890 | $22,980 |
| **Total** | R/W Capital Lump Sum | $178,000 |

[i] R/W Capital Plan available at http://www.dot.ca.gov/hq/row/acquisition/

State of California
**DEPARTMENT OF TRANSPORTATION**

California State Transportation Agency

# MEMORANDUM

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

**CTC Meeting**: June 26-27, 2019

**From**: STEVEN KECK, Chief Financial Officer

**Reference Number**: 2.7a. Action Item

**Prepared By**: Amy Choi, Chief
Division of Aeronautics

**Subject**: **FISCAL YEAR 2019–20 AERONAUTICS ANNUAL ALLOCATION TO MATCH FEDERAL AIRPORT IMPROVEMENT PROGRAM GRANTS RESOLUTION FDOA-2019-01**

## ISSUE:

Should the California Transportation Commission (Commission) approve Resolution FDOA-2019-01, allocating $1,400,000 for the Fiscal Year 2019−20 set-aside to match federal Airport Improvement Program (AIP) grants?

## RECOMMENDATION:

The California Department of Transportation (Department) recommends the approval of Resolution FDOA-2019-01, allocating $1,400,000 for the 2019−20 set-aside to match federal AIP grants.

## BACKGROUND:

Each year the Commission approves an annual allocation to match federal AIP grants. This allocation provides the authority for the Department to subvent matching funds to individual projects as requested by airport sponsors.

The Department provides Commission staff with quarterly reports on allocations for AIP matching grant funds. The reports show the sponsor name, the airport name, a project description, the State matching amount, and an explanation of any portions of the AIP grant that were not matched.

The following Resolution proposes to renew the delegation for the allocation of State funds to match the federal AIP grants.

**FINANCIAL RESOLUTION:**

Be it Resolved, that Resolution FDOA-2019-01 is approved, authorizing an annual allocation of $1,400,000 for the set-aside to match federal AIP grants in accordance with the following resolution.

Attachment

**CALIFORNIA TRANSPORTATION COMMISSION**

**Allocation of Funds to Match**

**Federal Airport Improvement Program Grants**

**Resolution FDOA-2019-01**

1.1 WHEREAS, pursuant to Section 21683.1 of the California Public Utilities Code, the California Transportation Commission (Commission) is authorized to allocate funds for a portion of the local match for federal Airport Improvement Program grants to certain airports; and

1.2 WHEREAS, the Commission sponsored the legislation that enacted California Public Utilities Code section 21683.1 in order to maximize the amount of federal airport funds that can be allocated to California; and

1.3 WHEREAS, the Federal Aviation Administration requires airport sponsors to certify that matching funds are available as a condition of accepting a federal grant; and

1.4 WHEREAS, in the June 2019 Commission meeting, the Commission approved the Capital Improvement Program which lists needed federal airport improvement projects from all funding sources;

2.1 NOW, THEREFORE BE IT RESOLVED, that, regarding federal Airport Improvement Program grants made by the Federal Aviation Administration to public entities in this State received by the California Department of Transportation (Department) from July 1, 2019, through June 30, 2020, with the approval of the Department, at such time as the federal grant offer is accepted by the public entity applicant, there is allocated to each applicant from the Aeronautics Account, five percent (5%) of that portion of the grant whose primary benefit is for general aviation in order to provide a part of the local match for the grant in accordance with the provisions of California Public Utilities Code section 21683.1 (b) until the total of all such allocations equals $1,400,000; and

2.2 BE IT FURTHER RESOLVED, that the Department shall provide Commission staff with quarterly status reports on sponsors' matching fund applications that have been approved by the Department.

State of California
**DEPARTMENT OF TRANSPORTATION**

California State Transportation Agency

# MEMORANDUM

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

**CTC Meeting**: June 26-27, 2019

**From**: STEVEN KECK, Chief Financial Officer

**Reference Number**: 3.17, Information Item

**Prepared By**: Rihui Zhang, Chief
Division of Local Assistance

**Subject**: **QUARTERLY REPORT – LOCAL ASSISTANCE ANNUAL ALLOCATION FOR THE PERIOD ENDING MARCH 31, 2019**

## SUMMARY:

As of March 31, 2019, about $462 million, or 41 percent, of the $1.1 billion allocated by the California Transportation Commission (Commission) for Federal Fiscal Year 2019 has been sub-allocated to 484 local projects. The majority of the sub-allocations (approximately $264 million) are for 284 projects in the following four categories:

- National Highway Performance Program (NHPP) - 79 projects, $126 million
- Surface Transportation Block Grant Program (STBGP) - 62 projects, $64 million
- Congestion Mitigation & Air Quality Improvement Program (CMAQ) – 69 projects,
- $44 million
- Highway Safety Improvement Program – 72 projects, $30 million
- Highway Infrastructure Program (HIP) – 2 projects, $332 thousand

The remaining $198 million was sub-allocated for 200 projects in other categories (as referenced with an asterisk on the attachment).

## BACKGROUND:

The California Department of Transportation's (Department) Division of Local Assistance administers the local assistance subvention budget under delegated authority from the Commission. The Commission provides an annual allocation consistent with each Fiscal Year's Budget Act. The Commission further delegates to the Department the authority to adjust allocations between categories, and the Department reports to the Commission if transfers in or out of an expenditure category exceed 10 percent of its allocation, per Commission Resolution G-01-08.

As of March 31, 2019, the category of High Priority Projects/Demonstration Projects/Emergency Relief is over expended by 13 percent. This is due to our local partners delivering more than originally estimated.

Attachment

**LOCAL ASSISTANCE ANNUAL ALLOCATIONS**
**Period Ending March 31,2019**
(Dollars in Thousands)

Reference No.: 3.17
June 26-27, 2019
Attachment

| Fund Description | Total Expenditures | | | Commission Allocation | | | | Allocation Balance | | | Precent of Allocation Expended | Number Of Projects |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | State | Federal | Total | State | Federal | Total | | State | Federal | Total | Total | Total |
| **Local Administered & Miscellaneous Programs** | | | | | | | | | | | | |
| Surface Transportation Block Grant Program (STBGP) | | 64,287 | 64,287 | | 315,800 | 315,800 | | | 251,513 | 251,513 | 20% | 62 |
| Highway Infrastructure Program (HIP) | | 332 | 332 | | 49,018 | 49,018 | | | 48,686 | 48,686 | 1% | 2 |
| Congestion Mitigation & Air Quality Improvement Program (CMAQ) | | 43,869 | 43,869 | | 298,893 | 298,893 | | | 255,024 | 255,024 | 15% | 69 |
| Discretionary Programs (High Priority Projects/Demonstration Projects/Emergency Relief) | | 118,210 | 118,210 | | 104,374 | 104,374 | * | | (13,836) | (13,836) | 113% | 62 |
| Surface Transportation Block Grant Program (STBGP) State Match and Exchange | 54,738 | | 54,738 | 57,849 | | 57,849 | * | 3,111 | | 3,111 | 95% | 123 |
| Miscellaneous Unassigned Local Programs | 0 | | 0 | 3,250 | | 3,250 | * | 3,250 | | 3,250 | 0% | 0 |
| Freeway Service Patrol | 25,179 | | 25,179 | 25,479 | | 25,479 | * | 300 | | 300 | 99% | 14 |
| Freeway Service Patrol - Senate Bill 1 | 0 | | 0 | 25,000 | | 25,000 | * | 25,000 | | 25,000 | 0% | 0 |
| **Bridge Programs** | | | | | | | | | | | | |
| Bridge Inspection | 91 | | 91 | 735 | | 735 | * | 644 | | 644 | 12% | 1 |
| National Highway Performance Program (NHPP) | | 125,836 | 125,836 | | 179,953 | 179,953 | | | 54,117 | 54,117 | 70% | 79 |
| **Rail Programs** | | | | | | | | | | | | |
| Railroad Grade Separations | 0 | | 0 | 15,000 | | 15,000 | * | 15,000 | | 15,000 | 0% | 0 |
| Railroad Grade Crossing Maintenance | 0 | | 0 | 3,765 | | 3,765 | * | 3,765 | | 3,765 | 0% | 0 |
| **Safety Programs** | | | | | | | | | | | | |
| Highway Safety Improvement Program | | 29,886 | 29,886 | | 53,980 | 53,980 | | | 24,094 | 24,094 | 55% | 72 |
| **Total Local Assistance Subvention Funds** | 80,008 | 382,420 | 462,428 | 131,078 | 1,002,018 | 1,133,096 | | 51,070 | 619,598 | 670,668 | 41% | 484 |

**Notes**
Allocations for state funds reflect the June 2018 Commission meeting vote, Item 2.5h, Resolution FM-17-03.
Allocations for federal funds reflect the October 2018 Commission meeting vote, Item 2.5h, Resolution FM-18-01.
The Allocation Balance is the difference between the Commission Allocations and the Total Expenditures.
Total expenditures are from Datalink (accounting system).
Includes funding and projects that have been transferred to the Federal Transit Administration.
In accordance with Commission Resolution G-01-08, the Department reports when total transfers in or out of an expenditure category exceed 10 percent of its allocation.
Total expenditures are encumbrances plus cash expenditures.

**Assumptions:**
* Indicates programs that were not discussed in book item Reference 3.17

State of California
**DEPARTMENT OF TRANSPORTATION**

California State Transportation Agency

# MEMORANDUM

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

**CTC Meeting**: June 26-27, 2019

**From**: STEVEN KECK, Chief Financial Officer

**Reference Number**: 2.5h., Action Item

**Prepared By**: Clark Paulsen, Chief
Division of Budgets

**Subject**: **FISCAL YEAR 2019-20 ANNUAL ALLOCATION FOR LOCAL ASSISTANCE – STATE FUNDS**
**RESOLUTION FM-18-05**

## ISSUE:

Should the California Transportation Commission (Commission) approve the California Department of Transportation's (Department) request to allocate $137,521,000 to administer the Department's Division of Local Assistance fiscal year 2019-20 state annual allocation subvention budget under the authority of the Commission?

## RECOMMENDATION:

The Department recommends the Commission approve the allocation of $137,521,000 in state funds as an annual allocation for administering the Division of Local Assistance subvention budget for 2019-20, contingent upon passage of the Budget Act of 2019.

## BACKGROUND:

The Department's Local Assistance Program administers the subvention budget under delegated authority from the Commission. The Department requests an annual allocation each year for these funds consistent with the Budget Act.

The guidelines for allocating, monitoring, and auditing of funds for Local Assistance projects are set forth in Commission Resolution G-99-25, which is based on Section 14529.1 of the California Government Code. Resolution G-01-08, approved by the Commission on February 22, 2001, delegates to the Department the authority to adjust allocations between expenditures and categories, and the Department reports to the Commission if transfers in or out of an expenditure category exceed 10 percent of its allocation.

**FINANCIAL RESOLUTION:**

Resolved, that $137,521,000 be allocated from the Budget Act of 2019, Budget Act Item 2660-102-0042(1), contingent upon passage of the Budget Act of 2019.

**LUMP SUM ALLOCATION**
**FISCAL YEAR 2019-20 FUNDS FOR LOCAL ASSISTANCE**
**(Dollars in Thousands)**

| | State | Federal | Total |
|---|---|---|---|
| **2660-102-0042(1)** | | | |
| Surface Transportation Block Grant Program | | | |
| State Match and Exchange | $64,292 | | $64,292 |
| Bridge Inspection | 735 | | 735 |
| Railroad Grade Separations | 15,000 | | 15,000 |
| Railroad Grade Crossing Maintenance | 3,765 | | 3,765 |
| Miscellaneous Unassigned Local Programs | 3,250 | | 3,250 |
| Freeway Service Patrol | 25,479 | | 25,479 |
| Freeway Service Patrol – Senate Bill 1 | 25,000 | | 25,000 |
| **Total Local Programs** | **$137,521** | | **$137,521** |

State of California
**DEPARTMENT OF TRANSPORTATION**

California State Transportation Agency

# MEMORANDUM

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

**CTC Meeting**: June 26-27, 2019

**From**: STEVEN KECK, Chief Financial Officer

**Reference Number**: 2.5i., Action Item

**Prepared By**: Clark Paulsen, Chief
Division of Budgets

**Subject**: **AMENDMENT TO THE FISCAL YEAR 2018-19 LOCAL ASSISTANCE ANNUAL ALLOCATION – FEDERAL FUNDS RESOLUTION FM-18-06, AMENDING RESOLUTION FM-18-01**

## ISSUE:

The California Department of Transportation (Department) is requesting to increase the Local Assistance federal annual allocation by $752,358,486 of federal funds authorized in the State Budget Act of 2018. This includes $602,017,000 for the allocation request, $160,341,486 for August Redistribution, and $10,000,000 for exchanging Highway Safety Improvement Program (HSIP) federal funds for State Highway Account (SHA) funds for the Systemic Safety Analysis Report (SSAR) program.

## RECOMMENDATION:

The Department recommends the California Transportation Commission (Commission) approve the remaining allocation of $752,358,486 for the Department's Division of Local Assistance's federal subvention budget for fiscal year 2018-19.

## BACKGROUND:

The Department's Local Assistance Program administers the subvention budget under delegated authority from the Commission. The Commission provides annual allocation consistent with each fiscal year's State Budget Act.

On October 18, 2018, the Commission approved Resolution FM-18-01, allocating $1,002,018,000 of federal funds for 2018-19. Resolution FM-18-01 consists of part of the federal allocation of $1,604,035,000.

On September 25, 2018, 2018-19 state budget authority for Local Assistance federal funding (Budget Item 2660-102-0890(1)) was increased by $160,341,486 from August Redistribution.

The SSAR program is being funded by reducing $10,000,000 from the local federal HSIP in exchange for an increase of the same amount from the SHA. The intent of this program is to assist local agencies in performing collision analyses, to identify safety issues on their roadway networks, and to develop a Local Roadway Safety Plan and a list of systemic low-cost counter measures that will be used to prepare for future federal HSIP applications.

Based on the two adjustments as indicated in the table below, the federal annual allocation will become $1,754,376,486.

| Program | Approved Allocation | Request Allocation | August Redistribution | SSAR Program Exchange | Total |
|---|---|---|---|---|---|
| **National Highway Performance Program** | **$179,952,000** | **$104,422,042** | **$38,336,014** | | **$322,710,056** |
| **Surface Transportation Block Grant Program** | **$315,802,000** | **$183,250,485** | **$62,680,821** | | **$561,733,306** |
| **Congestion Mitigation and Air Quality Improvement Program** | **$298,893,000** | **$173,438,315** | **$59,324,651** | | **$531,655,966** |
| **Highway Safety Improvement Program** | **$53,979,000** | **$31,323,503** | | **$(10,000,000)** | **$75,302,503** |
| **Discretionary Programs** | **$104,374,000** | **$60,565,655** | | | **$164,939,655** |
| **Highway Infrastructure Program** | **$49,018,000** | **$49,017,000** | | | **$98,035,000** |
| **Total** | **$1,002,018,000** | **$602,017,000** | **$160,341,486** | **$(10,000,000)** | **$1,754,376,486** |

The Department anticipates all funds allocated by the Commission for 2018-19 will be sub-allocated to local projects. For the last 19 years, local agencies have delivered 100 percent of federal funding made available to them. Approval of this request is necessary to ensure that local agencies may be reimbursed for their project costs in a timely manner.

Page four displays the revised allocation authority by category.

**FINANCIAL RESOLUTION:**

Resolved, that $752,358,486 of federal funds be allocated from the Budget Act of 2018, Budget Act Item 2660-102-0890(1), in accordance with the table on the next page, bringing the 2018-19 Local Assistance federal total annual allocation to $1,754,376,486.

## ANNUAL ALLOCATION
## FISCAL YEAR 2018-19 FUNDS FOR LOCAL ASSISTANCE
## (Dollars in Thousands)

| | State | Federal | Adjustment Requested | Total |
|---|---|---|---|---|
| **2660-102-0042(1)** | | | | |
| Surface Transportation Block Grant Program (STBGP) State Match and Exchange | $57,849 | | | $57,849 |
| Bridge Inspection | 735 | | | 735 |
| Railroad Grade Separations | 15,000 | | | 15,000 |
| Railroad Grade Crossing Maintenance | 3,765 | | | 3,765 |
| Miscellaneous Unassigned Local Programs | 3,250 | | | 3,250 |
| Freeway Service Patrol | 25,479 | | | 25,479 |
| Freeway Service Patrol – Senate Bill 1 | 25,000 | | | 25,000 |
| **Subtotal** | **$131,078** | | | **$131,078** |
| **2660-102-0890(1)** | | | | |
| National Highway Performance Program (NHPP)[1] | | $179,952 | $142,758 | $322,710 |
| Surface Transportation Block Grant Program (STBGP)[2] | | 315,802 | 245,931 | 561,733 |
| Congestion Mitigation and Air Quality Improvement Program (CMAQ) | | 298,893 | 232,763 | 531,656 |
| Highway Safety Improvement Program (HSIP)[3] | | 53,979 | 21,324 | 75,303 |
| Discretionary Programs[4] | | 104,374 | 60,566 | 164,940 |
| Highway Infrastructure Program (HIP) | | 49,018 | 49,017 | 98,035 |
| **Subtotal** | | **$1,002,018** | **$752,359** | **$1,754,377** |
| **Total Local Programs** | **$131,078** | **$1,002,018** | **$752,359** | **$1,885,455** |

[1] Funding is reserved for locally-administered bridges on federal-aid highways and about $75 million is set aside for bridges that are off federal-aid highways.

[2] About $58 million is budgeted to be exchanged on a dollar-for-dollar basis for State Highway Account funds (2660-102-0042(1)).

[3] HSIP includes funding of $8,388,353 for the federal Railroad Grade Crossing Protection program.

[4] This funding is for Discretionary programs, Demonstration projects, Emergency Relief, Repurposed funding, TIGER grants, and miscellaneous federal programs for FAST Act and previous Federal Transportation Acts.

State of California
**DEPARTMENT OF TRANSPORTATION**

California State Transportation Agency

# MEMORANDUM

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

**CTC Meeting**: June 26-27, 2019

**From**: STEVEN KECK, Chief Financial Officer

**Reference Number**: 2.5k., Action Item

**Prepared By**: Clark Paulsen, Chief
Division of Budgets

**Subject**: **AMENDMENT TO THE FISCAL YEAR 2018-19 LOCAL ASSISTANCE ANNUAL ALLOCATION – STATE FUNDS RESOLUTION FM-18-07, AMENDING RESOLUTION FM-17-03**

## ISSUE:

The California Department of Transportation (Department) is requesting to increase the Local Assistance state annual allocation by $10,000,000 for the Systemic Safety Analysis Report (SSAR) program, which will increase the fiscal year 2018-19 allocation from $131,078,000 to $141,078,000.

## RECOMMENDATION:

The Department recommends the California Transportation Commission (Commission) approve an increase of $10,000,000 for the Department's Division of Local Assistance's state subvention budget for 2018-19, contingent upon the Department of Finance's (DOF's) approval of the budget revision.

## BACKGROUND:

A Budget Revision is being concurrently submitted to DOF to increase Budget Act Item 2660-102-0042(1) by $10 million in 2018-19 from $131,078,000 to $141,078,000 for implementation of the SSAR program. The intent of this program is to assist local agencies in performing collision analyses, to identify safety issues on their roadway networks, and to develop a Local Roadway Safety Plan and a list of systemic low-cost counter measures that will be used to prepare for future federal Highway Safety Improvement Program (HSIP) applications.

The SSAR program is being funded by reducing $10 million from the local federal HSIP in exchange for an increase of $10 million from the State Highway Account (SHA) (see book item 2.5i.). The Department endeavors to use the SHA to encourage underserved agencies to participate in the HSIP program. Since the underserved local agencies do not have enough staff and expertise to administer the federal funding and identify eligible HSIP projects, it will be less cumbersome to use State funds.

The Department's Local Assistance Program administers the subvention budget under delegated authority from the Commission. The Commission provides annual allocation consistent with each Fiscal Year's State Budget Act.

The guidelines for allocating, monitoring, and auditing of funds for Local Assistance projects are set forth in Commission Resolution G-99-25, which is based on Section 14529.1 of the California Government Code. Commission Resolution G-01-08 delegates the authority to the Department to adjust allocations between categories, and the Department reports to the Commission if transfers in or out of an expenditure category exceed 10 percent of its allocation.

**FINANCIAL RESOLUTION:**

Resolved, that $10,000,000 of state funds be allocated from the Budget Act of 2018, Budget Act Item 2660-102-0042(1), in accordance with the table on the next page, bringing the 2018-19 Local Assistance state total annual allocation to $141,078,000 contingent upon the Department of Finance's approval on the budget revision.

**ANNUAL ALLOCATION**
**FISCAL YEAR 2018-19 FUNDS FOR LOCAL ASSISTANCE**
**(Dollars in Thousands)**

| | State | Adjustment Requested | Federal | Total |
|---|---|---|---|---|
| **2660-102-0042(1)** | | | | |
| Surface Transportation Block Grant Program State Match and Exchange | $57,849 | | | $57,849 |
| Bridge Inspection | 735 | | | 735 |
| Railroad Grade Separations | 15,000 | | | 15,000 |
| Railroad Grade Crossing Maintenance | 3,765 | | | 3,765 |
| Miscellaneous Unassigned Local Programs | 3,250 | | | 3,250 |
| Freeway Service Patrol | 25,479 | | | 25,479 |
| Freeway Service Patrol – Senate Bill 1 | 25,000 | | | 25,000 |
| Systemic Safety Analysis Report Program | | $10,000 | | 10,000 |
| **Total Local Programs** | **$131,078** | **$10,000** | | **$141,078** |

State of California
**DEPARTMENT OF TRANSPORTATION**

California State Transportation Agency

# MEMORANDUM

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

**CTC Meeting**: June 26-27, 2019

**From**: STEVEN KECK, Chief Financial Officer

**Reference Number**: 2.6g.(1), Action Item

**Prepared By**: Clark Paulsen, Chief
Division of Budgets

**Subject**: **ALLOCATION FOR A TRANSIT AND INTERCITY RAIL CAPITAL PROGRAM PROJECT**
**RESOLUTION TIRCP-1819-14**

## ISSUE:

Should the California Transportation Commission (Commission) approve an allocation of $3,300,000 for two Transit and Intercity Rail Capital Program (TIRCP) projects?

## RECOMMENDATION:

The California Department of Transportation recommends that the Commission approve an allocation of $3,300,000 for two TIRCP projects as follows:

2.6g.(1b) - $3,300,000 for two TIRCP projects (SB1 Augmentation for PTA).

## BACKGROUND:

The attached vote list describes two TIRCP projects totaling $3,300,000. The local agencies are ready to proceed with these projects, and are requesting an allocation at this time.

## FINANCIAL RESOLUTION:

Resolved that $3,300,000 be allocated from the Budget Act of 2017, Budget Act Items 2660-101-0046 and 2660-301-0046R for two TIRCP projects described on the attached vote list.

Attachments

| **2.6g.(1b) Transit and Intercity Rail Capital Program Projects (SB 1 Augmentation for PTA)** | | | | | | **Resolution TIRCP-1819-14** | |
|---|---|---|---|---|---|---|---|
| Project Number | Allocation Amount | District/PPNO | Project Title | County | Recipient | Phase | Amount |
| 1 | $250,000 | 03-CP053N | **(2018:14) Accelerating Rail Modernization and Expansion in the Capital Region (Network Integration)** | Sacramento | Sacramento Regional Transit | CONST | $250,000 |
| 2 | $3,050,000 | 07-CP054 | **(2018: 8) Electric Blue: Electrification of City of Santa Monica's Big Blue Bus** | Los Angeles | City of Santa Monica | CONST<br>CONST | $1,352,000<br>$1,698,000 |

## 2.6 Mass Transportation Financial Matters

| Project # / Allocation Amount / Recipient / RTPA/CTC / District-County | Project Title / Location / Project Description | PPNO / Program/Year / Phase / Prgm'd Amount / Project ID / Adv. Phase | Budget Year / Item # / Fund Type / Program Code | Amount by Fund Type |
|---|---|---|---|---|
| **2.6g.(1b)** | **Transit and Intercity Rail Capital Program Projects (SB 1 Augmentation for PTA)** | | | **Resolution TIRCP-1819-14** |
| 1<br>$250,000<br><br>Sacramento Regional Transit<br>SACOG<br>03-Sacramento | **(2018:14) Accelerating Rail Modernization and Expansion in the Capital Region (Network Integration)**. Network Integration implementation for development of improved connections to other transit services.<br><br>Outcome/Output: Increased ridership, reduced greenhouse gas emissions, improved safety, improved regional connectivity, and enhanced integration.<br><br>Lead Agency has determined this project component to be exempt from CEQA.<br><br>The current allocation included $250,000 from SB1 augmentation for PTA.<br><br>(SB 1 Augmentation for PTA) | 03-CP053N<br>TIRCP/18-19<br>CONST<br>$250,000<br>0019000341<br>S | 2017-18<br>101-0046<br>PTA<br>30.10.030.200 | $250,000 |
| 2<br>$3,050,000<br><br>City of Santa Monica<br>LACMTA<br>07-Los Angeles | **(2018: 8) Electric Blue: Electrification of City of Santa Monica's Big Blue Bus**. Procurement of 10 zero-emission battery electric vehicles to add new express service.<br><br>Outcome/Output: Increased ridership, reduced greenhouse gas reductions, enhanced service integration.<br><br>(CEQA - CE, 05/31/2019 )<br><br>The current allocation includes the following funding split: $1,352,000 GGRF and $1,698,000 SB1 Augmentation for PTA.<br><br>(SB 1 Augmentation for PTA) | 07-CP054<br>TIRCP/18-19<br>CONST<br>$1,352,000<br><br>TIRCP/18-19<br>CONST<br>$1,698,000<br>0019000342<br>S | 2017-18<br>301-0046R<br>GGRF<br>30.20.301.100<br><br>2017-18<br>101-0046<br>PTA<br>30.10.030.200 | $1,352,000<br><br>$1,698,000 |

State of California
**DEPARTMENT OF TRANSPORTATION**

California State Transportation Agency

# MEMORANDUM

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

**CTC Meeting**: June 26-27, 2019

**From**: STEVEN KECK, Chief Financial Officer

**Reference Number**: 2.5c.(1), Action Item

**Prepared By**: Clark Paulsen, Chief
Division of Budgets

**Subject**: **ALLOCATION FOR STATE-ADMINISTERED STIP PROJECTS ON THE STATE HIGHWAY SYSTEM**
**RESOLUTION FP-18-91**

## ISSUE:

Should the California Transportation Commission (Commission) approve an allocation of $28,240,000 for two State-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 $28,240,000 for two State-Administered STIP projects, on the State Highway System.

## BACKGROUND:

The attached vote list describes two STIP projects totaling $28,240,000. The Department is ready to proceed with these projects and is requesting an allocation at this time.

## FINANCIAL RESOLUTION:

Resolved that $25,881,000 be allocated from the Budget Act of 2018, Budget Act Items 2660-301-0042 and 2660-301-0890 for construction and $2,359,000 for construction engineering for two State-Administered STIP projects described on the attached vote list.

Attachments

**2.5 Highway Financial Matters**

| **2.5c.(1)** | **State-Administered STIP Projects on the State Highway System** | | | | | | **Resolution FP-18-91** |
|---|---|---|---|---|---|---|---|
| Project Number | Allocation Amount | District/PPNO | County Route | Project Title | Fund | Phase | Amount |
| 1 | $27,858,000 | 01-3100 | Lake 29 | Lake-29 Expressway Project - Segment 2C | RIP | CON ENG | $999,000 |
| | | | | | | CONST | $11,313,000 |
| | | | | | IIP | CON ENG | $1,250,000 |
| | | | | | | CONST | $14,296,000 |
| 2 | $382,000 | 01-3100M | Lake 29 | Lake-29 Expressway Project - Segment 2 - Mitigation Child | RIP | CON ENG | $55,000 |
| | | | | | | CONST | $132,000 |
| | | | | | IIP | CON ENG | $55,000 |
| | | | | | | CONST | $140,000 |

## 2.5 Highway Financial Matters

| Project # / Allocation Amount / Recipient / RTPA/CTC / County / Dist-Co-Rte / Postmile | Project Title / Location / Project Description / Project Support Expenditures | PPNO / Program/Year / Phase / Prgm'd Amount / Project ID / Adv Phase / EA | Budget Year / Item # Fund Type / Program Code | Amount by Fund Type |
|---|---|---|---|---|
| **2.5c.(1)** | **State-Administered STIP Projects on the State Highway System** | | | **Resolution FP-18-91** |
| 1<br>$27,858,000<br><br>Department of Transportation<br>Lake CCAPC<br>Lake<br>01-LAK-29<br>28.5/31.6 | Route 29 Expressway Segment 2C. In Lake County near Kelseyville from 0.6 mile north of the Junction of SR 29/281 to 0.6 mile north of the Junction of SR 29/175. Construct Segment 2-C, an approximately 3.1 mile portion of the 8-mile long, 4-lane Expressway project.<br><br>Outputs/Outcomes — Unit — Total<br>Mixed flow lane-mile(s) constructed — Miles — 3.08<br><br>Final Project Development (RIP)<br>Support Estimate: $750,000<br>Programmed Amount: $750,000<br>Adjustments: (<20%) $0<br><br>Final Right of Way (RIP)<br>Right of Way Estimate: $2,379,000<br>Programmed Amount: ~~$2,381,000~~ **$2,379,000**<br>Adjustments: (<20%) $0<br><br>Final Project Development (IIP)<br>Support Estimate: $750,000<br>Programmed Amount: $750,000<br>Adjustments: (<20%) $0<br><br>Final Right of Way (IIP)<br>Right of Way Estimate: $1,459,000<br>Programmed Amount: ~~$1,460,000~~ **$1,459,000**<br>Adjustments: (<20%) $0<br><br>(CON ENG increase of $54,000 and CONST increase of $489,000 to come from Lake County regional shares.)<br><br>(CON ENG increase of $305,000 and CONST increase of $2,770,000 to come from interregional share balance.)<br><br>MItigation project PPNO 3100M is to be split as follows:<br><br>RIP Funding:<br>1. $2,000 for R/W FY 18-19<br>2. $55,000 for CON ENG FY 18-19<br>3. $132,000 for CON FY 18-19<br><br>IIP Funding:<br>1. $1,000 for R/W FY 18-19<br>2. $55,000 for CON ENG FY 18-19<br>3. $140,000 for CON FY 18-19<br><br>(CEQA - EIR, Re-validation 4/16/2019.)<br>(NEPA - FONSI, Re-validation 4/16/2019)<br><br>(Future Consideration of Funding approved under Resolution E-17-05; January 2017)<br><br>(R/W Certification: 5/5/2019) | 01-3100<br>RIP/18-19<br>CON ENG<br>~~$1,000,000~~<br>**$1,054,000**<br>CONST<br>~~$10,956,000~~<br>**$11,445,000**<br><br>IIP/18-19<br>CON ENG<br>~~$1,000,000~~<br>**$1,305,000**<br>CONST<br>~~$11,666,000~~<br>**$14,436,000**<br>0114000044<br>3,4<br>29821 | 001-0042 SHA<br>001-0890 FTF<br>20.10.075.600<br><br>2018-19<br>301-0042 SHA<br>301-0890 FTF<br>20.20.075.600<br><br>001-0042 SHA<br>001-0890 FTF<br>20.10.025.700<br><br>2018-19<br>301-0042 SHA<br>301-0890 FTF<br>20.20.025.700 | $115,000<br>$884,000<br>$999,000<br><br>$1,298,000<br>$10,015,000<br>$11,313,000<br><br>$144,000<br>$1,106,000<br>$1,250,000<br><br>$1,640,000<br>$12,656,000<br>$14,296,000 |
| | (As part of this allocation request, the Department is requesting 60-months for the period of project completion.)<br><br>(Concurrent allocation is requested for mitigation project (PPNO 3100M) under Resolution FP-18-91)<br><br>(Concurrent allocation for SHOPP Project EA 01- 29811/PPNO 3099 under Resolution FP-18-80)<br><br>(EA 29821, PPNO 3100 combined with SHOPP EA 01-29811, PPNO 3099 for construction under EA 01-2982U, Project ID 0118000125.) | | | |

## 2.5 Highway Financial Matters

| Project # / Allocation Amount / Recipient / RTPA/CTC / County / Dist-Co-Rte / Postmile | Project Title / Location / Project Description / Project Support Expenditures | PPNO / Program/Year / Phase / Prgm'd Amount / Project ID / Adv Phase / EA | Budget Year / Item # Fund Type / Program Code | Amount by Fund Type |
|---|---|---|---|---|
| **2.5c.(1)** | **State-Administered STIP Projects on the State Highway System** | | | **Resolution FP-18-91** |
| 2<br>$382,000<br><br>Department of Transportation<br>Lake CCAPC<br>Lake<br>01-Lak-29<br>28.5/31.6 | Route 29 Expressway Segment 2C - Mitigation. In Lake County near Kelseyville from 0.6 mile north of the Junction of SR 29/281 to 0.6 mile north of the Junction of SR 29/175. Mitigate and perform re-vegetation for construction of Segment 2-C, an approximately 3.1 mile portion of the 8-mile long, 4-lane Expressway project.<br><br>Outputs/Outcomes — Unit — Total<br>Landscape Mitigation — Acres — 12.62<br><br>Final Right of Way (RIP)<br>Right of Way Estimate: $2,000<br>Programmed Amount: $2,000<br>Adjustments: $0<br><br>Final Right of Way (IIP)<br>Right of Way Estimate: $1,000<br>Programmed Amount: $1,000<br>Adjustments: $0<br><br>(CEQA - EIR, Re-validiation 4/16/2019.)<br>(NEPA - FONSI, Re-validiation 4/16/2019)<br><br>(Future Consideration of Funding approved under Resolution E-17-05; January 2017)<br><br>(R/W Certification: 5/5/2019)<br><br>(As part of this allocation request, the Department is requesting 60-months for the period of project completion.)<br><br>(This project is split from the mainline project PPNO 3100 that is concurrently requesting allocation under Resolution FP-18-91.)<br><br>(Concurrent allocation for SHOPP Project EA 01-29812/ PPNO 3124M under Resolution FP-18-80)<br><br>(EA 29822, PPNO 3100M combined with SHOPP EA 01 -29812, PPNO 3124M for construction under EA 01-2983U, Project ID 0119000062.) | 01-3100M<br>RIP/18-19<br>CON ENG<br>$55,000<br>CONST<br>$132,000<br><br>IIP/18-19<br>CON ENG<br>$55,000<br>CONST<br>$140,000<br>0119000099<br>3,4<br>29822 | 001-0042 SHA<br>20.10.075.600<br><br>2018-19<br>301-0042 SHA<br>20.20.075.600<br><br>001-0042 SHA<br>20.10.025.700<br><br>2018-19<br>301-0042 SHA<br>20.20.025.700 | $55,000<br><br>$132,000<br><br>$55,000<br><br>$140,000 |

State of California
**DEPARTMENT OF TRANSPORTATION**

California State Transportation Agency

# MEMORANDUM

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

**CTC Meeting**: June 26-27, 2019

**From**: STEVEN KECK, Chief Financial Officer

**Reference Number**: 2.5c.(2), Action Item

**Prepared By**: Clark Paulsen, Chief
Division of Budgets

**Subject**: **ALLOCATION FOR THE LOCALLY-ADMINISTERED STIP PROJECT ON THE STATE HIGHWAY SYSTEM**
**RESOLUTION FP-18-86**

## ISSUE:

Should the California Transportation Commission (Commission) approve an allocation of $775,000 for the locally-administered State Transportation Improvement Program (STIP) US 101/Trinidad Area Access Improvements project (PPNO 2515), on the State Highway System, in Humboldt County?

## RECOMMENDATION:

The California Department of Transportation recommends that the Commission approve an allocation of $775,000 for the locally-administered STIP 101/Trinidad Area Access Improvements project (PPNO 2515), on the State Highway System, in Humboldt County.

## BACKGROUND:

The attached vote list describes one STIP project totaling $775,000. The local agency is ready to proceed with this project and is requesting an allocation at this time.

## FINANCIAL RESOLUTION:

Resolved that $775,000 be allocated from the Budget Act of 2018, Budget Act Item 2660-301-0042 for the locally-administered STIP project described on the attached vote list.

Attachments

**2.5 Highway Financial Matters**

| 2.5c.(2) | Locally-Administered STIP Projects On the State Highway System | | | | | Resolution FP-18-86 |
|---|---|---|---|---|---|---|
| Project Number | Allocation Amount | District/PPNO | County Route | Project Title | Phase: Amount | |
| 1 | $775,000 | 01-2515 | Humboldt 101 | US101/Trinidad Area Access Improvements | PA&ED | $775,000 |

## 2.5 Highway Financial Matters

| Project # / Allocation Amount / Recipient / RTPA/CTC / County / Dist-Co-Rte / Postmile | Project Title / Location / Project Description / Project Support Expenditures | PPNO / Program/Year / Phase / Prgm'd Amount / Project ID / Adv Phase / EA | Budget Year / Item # Fund Type / Program Code | Amount by Fund Type |
|---|---|---|---|---|
| **2.5c.(2)** | **Locally-Administered STIP Projects On the State Highway System** | | | **Resolution FP-18-86** |
| 1<br>$775,000<br><br>Trinidad Rancheria<br>HCAOG<br>Humboldt<br>01-HUM-101<br>98.4/100.0 | US101/Trinidad Area Access Improvements. In Humboldt County, on US 101, between the 6th Street Interchange (PM 98.4) and the Trinidad-Main Street Interchange (PM 100.7), and along Scenic Drive and Westhaven Drive, between the communities of Westhaven and Trinidad. Construction of a new interchange on US 101 and new road connections from US 101 to Scenic Drive and Westhaven Drive. Associated pedestrian and bicycle improvements through the new interchange and along Scenic Drive and Westhaven Drive. Other work will include associated grading, drainage, utility relocations, signage, striping, and retaining walls. (Environmental phase) (APDE)<br><br>Outputs/Outcomes — Unit — Total<br>New interchange(s) — Each — 1<br>Local road lane-mile(s) rehabilitated — Miles — 13<br><br>(Contribution from Local funds: $1,725,000 for PA&ED.) | 01-2515<br>RIP/18-19<br>PA&ED<br>$775,000<br>0100020301<br>4PAED<br>48040 | 2018-19<br>301-0042 SHA<br>20.20.075.600 | $775,000 |

State of California
**DEPARTMENT OF TRANSPORTATION**

California State Transportation Agency

# MEMORANDUM

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

**CTC Meeting**: June 26-27, 2019

**From**: STEVEN KECK, Chief Financial Officer

**Reference Number**: 2.5c.(3), Action Item

**Prepared By**: Clark Paulsen, Chief
Division of Budgets

**Subject**: **ALLOCATION FOR LOCALLY-ADMINISTERED STIP PROJECTS OFF THE STATE HIGHWAY SYSTEM**
**RESOLUTION FP-18-87**

## ISSUE:

Should the California Transportation Commission (Commission) approve an allocation of $6,294,000 for seven 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 $6,294,000 for seven locally-administered STIP projects as follows:

2.5c.(3a) - $6,259,000 for six STIP projects and
2.5c.(3b) - $35,000 for one STIP Planning, Programming, and Monitoring projects

## BACKGROUND:

The attached vote list describes seven STIP projects totaling $6,294,000. The local agencies are ready to proceed with these projects, and are requesting an allocation at this time.

## FINANCIAL RESOLUTION:

Resolved that $6,294,000 be allocated from the Budget Act of 2017 and 2018, Budget Act Items 2660-101-0042 and 2660-101-0890 for seven locally-administered STIP projects described on the attached vote list.

Attachments

**2.5 Highway Financial Matters**

| 2.5c.(3a) Locally-Administered STIP Projects Off the State Highway System | | | | | | | Resolution FP-18-87 |
|---|---|---|---|---|---|---|---|
| Project Number | Allocation Amount | District/PPNO | Project Title | County | Recipient | Phase | Amount |
| 1 | $20,000 | 01-2514 | Pedestrian Safety Improvements and Shoulder Widening | Humboldt | Humboldt County | PS&E | $20,000 |
| 2 | $1,155,000 | 01-4563 | Ukiah Downtown Streetscape Improvement, Phase I | Mendocino | City of Ukiah | CONST | $1,155,000 |
| 3 | $1,020,000 | 03-3785 | Tehama Street Reconstruction | Glenn | City of Orland | CONST | $1,020,000 |
| 4 | $3,324,000 | 03-1782 | Downtown Controller and Communications Upgrade | Sacramento | City of Sacramento | CONST | $3,324,000 |
| 5 | $500,000 | 03-1783 | Franklin Boulevard Class IV Protected Bikeways | Sacramento | City of Sacramento | CONST | $500,000 |
| 6 | $240,000 | 04-2140E | Countywide ITS Improvements - South San Francisco Expansion project at various locations in San Mateo County. | San Mateo | City/County Association of Governments of San | PS&E | $240,000 |

| **2.5c.(3b) Local STIP Planning, Programming and Monitoring Projects** | | | | | | | **Resolution FP-18-87** |
|---|---|---|---|---|---|---|---|
| Project Number | Allocation Amount | District/PPNO | Project Title | County | Recipient | Phase | Amount |
| 1 | $35,000 | 10-4957 | Planning, Programming and Monitoring | Mariposa | Mariposa County Local Transportation Commission | CONST | $35,000 |

## 2.5 Highway Financial Matters

| Project # / Allocation Amount / Recipient / RTPA/CTC / District-County | Project Title / Location / Project Description | PPNO / Program/Year / Phase / Prgm'd Amount / Project ID / Adv. Phase | Budget Year / Item # / Fund Type / Program Code | Amount by Fund Type |
|---|---|---|---|---|
| **2.5c.(3a)** | **Locally-Administered STIP Projects Off the State Highway System** | | | **Resolution FP-18-87** |
| 1<br>$20,000<br><br>Humboldt County<br>HCAOG<br>01-Humboldt | Pedestrian Safety Improvements and Shoulder Widening. In McKinleyville on Central Avenue from the southerly terminus on Bella Vista Hill to Mill Creek. Construction of shoulders for pedestrian safety improvements and new thermoplastic striping.<br><br>Outputs/Outcomes — Unit — Total<br>Pedestrian/Bicycle facilities mile(s) constructed — Miles — 0.3<br><br>(CEQA - MND, 09/13/2011.)<br><br>(Future consideration of funding approved under Resolution E-11-90; December 2011.) | 01-2514<br>RIP/18-19<br>PS&E<br>$20,000<br>0119000035<br>S | 2017-18<br>101-0042<br>SHA<br>20.30.600.620 | $20,000 |
| 2<br>$1,155,000<br><br>City of Ukiah<br>MCOG<br>01-Mendocino | Ukiah Downtown Streetscape Improvement, Phase I. In Ukiah, on State Street, Perkins Street, Standley Street, and Henry Street. Provide streetscape improvements including sidewalk widening, curb ramps and bulb outs, street lights, street furniture and tree planting.<br><br>Outputs/Outcomes — Unit — Total<br>Local Roads Rehabilitated — Miles — 1.4<br>Turn Pockets Constructed — EA — 11<br><br>(CEQA - CE, 08/18/2015)<br>(NEPA - CE, 8/24/2015)<br><br>(Right of Way Certification: 04/26/2019)<br><br>(Contribution from other sources: $900,000.)<br><br>(Time extension for FY 17-18 CONST expires on 06/30/2019) | 01-4563<br>RIP/17-18<br>CONST<br>$1,155,000<br>0112000225<br>S | 2017-18<br>101-0042<br>SHA<br>20.30.600.620 | $1,155,000 |
| 3<br>$1,020,000<br><br>City of Orland<br>GCTC<br>03-Glenn | Tehama Street Reconstruction. In the City of Orland, on Tehama Street between the Union Pacific Railroad and Woodward Avenue. Installation of curb, sidewalks, drainage, pavement delineation, utility relocation, and reconstruction of the roadway.<br><br>Outputs/Outcomes — Unit — Total<br>Local road lane-mile(s) rehabilitated — Miles — 0.78<br><br>(CEQA - CE, 07/23/2018.)<br><br>(Right of Way Certification; 08/20/2018) | 03-3785<br>RIP/18-19<br>CONST<br>$1,020,000<br>0318000295<br>S | 2017-18<br>101-0042<br>SHA<br>20.30.600.621 | $1,020,000 |

## 2.5 Highway Financial Matters

| Project # / Allocation Amount / Recipient / RTPA/CTC / District-County | Project Title / Location / Project Description | PPNO / Program/Year / Phase / Prgm'd Amount / Project ID / Adv. Phase | Budget Year / Item # / Fund Type / Program Code | Amount by Fund Type |
|---|---|---|---|---|
| **2.5c.(3a)** | **Locally-Administered STIP Projects Off the State Highway System** | | | **Resolution FP-18-87** |
| 4<br>$3,324,000<br><br>City of Sacramento<br>SACOG<br>03-Sacramento | Downtown Controller and Communications Upgrade. In Downtown Sacramento, on the streets bounded by Alhambra Boulevard, Interstate 5, D Street, and Broadway. Replace signal controllers, upgrade communications, install new fiber cables, switches, and replace CCTV cabinets.<br><br>Outputs/Outcomes — Unit — Total<br>Local road operational improvement(s) — Each — 105<br><br>(CEQA - CE, 05/17/2017)<br>(NEPA - CE, 05/25/2017)<br><br>(Right of Way Certification; 04/09/2019)<br><br>(Contribution from other sources: $1,422,300.) | 03-1782<br>RIP/18-19<br>CONST<br>$3,324,000<br>0317000041<br>S | 2018-19<br>101-0890<br>FTF<br>20.30.600.620 | $3,324,000 |
| 5<br>$500,000<br><br>City of Sacramento<br>SACOG<br>03-Sacramento | Franklin Boulevard Class IV Protected Bikeways. In the City of Sacramento, on Franklin Boulevard between Calvine Road and Cosumnes River Boulevard. Install Class IV protected bikeways, including striping, modifications to the loop detectors at two traffic signals and a minor slurry seal.<br><br>Outputs/Outcomes — Unit — Total<br>Bicycle lane mile(s) — Miles — 2<br><br>(CEQA - CE, 03/01/2018)<br>(NEPA - CE, 01/03/2019)<br><br>(Right of Way Certification: 04/15/2019) | 03-1783<br>RIP/18-19<br>CONST<br>$500,000<br>0317000001<br>S | 2017-18<br>101-0042<br>SHA<br>20.30.600.620 | $500,000 |
| 6<br>$240,000<br><br>City/County Association of Governments of San Mateo County<br>MTC<br>04-San Mateo | Countywide ITS Improvements - South San Francisco Expansion project at various locations in San Mateo County.. Construct various elements of Intelligent Transportation System (ITS), including detection, monitoring and communication.<br><br>Outputs/Outcomes — Unit — Total<br>Operational improvement(s) — Each — 1<br><br>(CEQA - CE, 05/01/2018.)<br>(NEPA - CE, 05/08/2019) | 04-2140E<br>RIP/18-19<br>PS&E<br>$240,000<br>0418000268<br>S | 2017-18<br>101-0042<br>SHA<br>20.30.600.620 | $240,000 |

## 2.5 Highway Financial Matters

| Project # / Allocation Amount / Recipient / RTPA/CTC / District-County | Project Title / Location / Project Description | PPNO / Program/Year / Phase / Prgm'd Amount / Project ID / Adv. Phase | Budget Year / Item # / Fund Type / Program Code | Amount by Fund Type |
|---|---|---|---|---|
| **2.5c.(3b)** | **Local STIP Planning, Programming and Monitoring Projects** | | | **Resolution FP-18-87** |
| 1<br>$35,000<br><br>Mariposa County Local Transportation Commission<br>MATC<br>10-Mariposa | Planning, Programming and Monitoring | 10-4957<br>RIP/18-19<br>CONST<br>$35,000<br>1019000166<br>S | 2017-18<br>101-0042<br>SHA<br>20.30.600.670 | $35,000 |

State of California
**DEPARTMENT OF TRANSPORTATION**

California State Transportation Agency

# MEMORANDUM

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

**CTC Meeting**: June 26-27, 2019

**From**: STEVEN KECK, Chief Financial Officer

**Reference Number**: 2.5c.(4), Action Item

**Prepared By**: Clark Paulsen, Chief
Division of Budgets

**Subject**: **ALLOCATION FOR LOCALLY-ADMINISTERED STIP PROJECTS OFF THE STATE HIGHWAY SYSTEM (ADVANCEMENTS FY 19-20) RESOLUTION FP-18-88**

## ISSUE:

Should the California Transportation Commission (Commission) approve an allocation of $2,344,000 for eight locally-administered State Transportation Improvement Program (STIP) projects, 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 $2,344,000 for eight locally-administered STIP projects, programmed in 2019-20 as follows:

2.5c.(4b) - $2,344,000 for eight STIP Planning, Programming, and Monitoring projects

## BACKGROUND:

The attached vote list describes eight STIP projects totaling $2,344,000. The local agencies are ready to proceed with these projects, and are requesting an allocation at this time.

## FINANCIAL RESOLUTION:

Resolved that $2,344,000 be allocated from the Budget Act of 2017, Budget Act Item 2660-101-0042 for eight locally-administered STIP projects described on the attached vote list.

Attachments

**2.5 Highway Financial Matters**

| 2.5c.(4b) Local STIP Planning, Programming and Monitoring Projects (ADVANCEMENTS) | | | | | | | Resolution FP-18-88 |
|---|---|---|---|---|---|---|---|
| Project Number | Allocation Amount | District/PPNO | Project Title | County | Recipient | Phase | Amount |
| 1 | $90,000 | 02-2066 | Planning, Programming and Monitoring | Trinity | Trinity County Transportation Commission | CONST | $90,000 |
| 2 | $70,000 | 03-0L14 | Planning, Programming and Monitoring | El Dorado | El Dorado Local Transportation Commission | CONST | $70,000 |
| 3 | $165,000 | 03-0L11 | Planning, Programming and Monitoring | Placer | Placer County Transportation Planning Agency | CONST | $165,000 |
| 4 | $557,000 | 03-Various | Planning, Programming and Monitoring | Sacramento | Sacramento Area Council of Governments | CONST | $557,000 |
| 5 | $117,000 | 05-1914 | Planning, Programming and Monitoring | Santa Barbara | Santa Barbara County Association of Governments | CONST | $117,000 |
| 6 | $298,000 | 06-6L04 | Planning, Programming and Monitoring | Kings | Kings County Association of Governments | CONST | $298,000 |
| 7 | $412,000 | 07-9002 | Planning, Programming and Monitoring | Ventura | Ventura County Transportation Commission | CONST | $412,000 |
| 8 | $635,000 | 08-9811 | Planning, Programming and Monitoring | San Bernardino | San Bernardino County Transportation Authority | CONST | $635,000 |

## 2.5 Highway Financial Matters

| Project # / Allocation Amount / Recipient / RTPA/CTC / District-County | Project Title / Location / Project Description | PPNO / Program/Year / Phase / Prgm'd Amount / Project ID / Adv. Phase | Budget Year / Item # / Fund Type / Program Code | Amount by Fund Type |
|---|---|---|---|---|
| **2.5c.(4b)** | **Local STIP Planning, Programming and Monitoring Projects (ADVANCEMENTS)** | | | **Resolution FP-18-88** |
| 1<br>$90,000<br><br>Trinity County Transportation Commission<br>TrinityCTC<br>02-Trinity | Planning, Programming and Monitoring | 02-2066<br>RIP/19-20<br>CONST<br>$90,000<br>0219000140<br>S | 2017-18<br>101-0042<br>SHA<br>20.30.600.670 | $90,000 |
| 2<br>$70,000<br><br>El Dorado Local Transportation Commission<br>EDLTC<br>03-El Dorado | Planning, Programming and Monitoring | 03-0L14<br>RIP/19-20<br>CONST<br>$70,000<br>0319000207<br>S | 2017-18<br>101-0042<br>SHA<br>20.30.600.670 | $70,000 |
| 3<br>$165,000<br><br>Placer County Transportation Planning Agency<br>PCTPA<br>03-Placer | Planning, Programming and Monitoring | 03-0L11<br>RIP/19-20<br>CONST<br>$165,000<br>0319000227<br>S | 2017-18<br>101-0042<br>SHA<br>20.30.600.670 | $165,000 |
| 4<br>$557,000<br><br>Sacramento Area Council of Governments<br>SACOG<br>03-Sacramento | Planning, Programming and Monitoring<br><br>This allocation combines 4 projects programmed in the 2018 STIP:<br>PPNO 0L30 (Sacramento) for $411,000,<br>PPNO 1L53 (Sutter) for $38,000,<br>PPNO 0L37 (Yolo) for $79,000,<br>PPNO 0L41 (Yuba) for $29,000. | 03-VARIOUS<br>RIP/19-20<br>CONST<br>$557,000<br>0319000230<br>S | 2017-18<br>101-0042<br>SHA<br>20.30.600.670 | $557,000 |
| 5<br>$117,000<br><br>Santa Barbara County Association of Governments<br>SBCAG<br>05-Santa Barbara | Planning, Programming and Monitoring | 05-1914<br>RIP/19-20<br>CONST<br>$117,000<br>0519000127<br>S | 2017-18<br>101-0042<br>SHA<br>20.30.600.670 | $117,000 |

**2.5 Highway Financial Matters**

| Project # / Allocation Amount / Recipient / RTPA/CTC / District-County | Project Title / Location / Project Description | PPNO / Program/Year / Phase / Prgm'd Amount / Project ID / Adv. Phase | Budget Year / Item # / Fund Type / Program Code | Amount by Fund Type |
|---|---|---|---|---|
| **2.5c.(4b)** | **Local STIP Planning, Programming and Monitoring Projects (ADVANCEMENTS)** | | | **Resolution FP-18-88** |
| 6<br>$298,000<br><br>Kings County Association of Governments<br>KCAG<br>06-Kings | Planning, Programming and Monitoring | 06-6L04<br>RIP/19-20<br>CONST<br>$298,000<br>0619000136<br>S | 2017-18<br>101-0042<br>SHA<br>20.30.600.670 | $298,000 |
| 7<br>$412,000<br><br>Ventura County Transportation Commission<br>VCTC<br>07-Ventura | Planning, Programming and Monitoring | 07-9002<br>RIP/19-20<br>CONST<br>$412,000<br>0719000242<br>S | 2017-18<br>101-0042<br>SHA<br>20.30.600.670 | $412,000 |
| 8<br>$635,000<br><br>San Bernardino County Transportation Authority<br>SBCTA<br>08-San Bernardino | Planning, Programming and Monitoring | 08-9811<br>RIP/19-20<br>CONST<br>$635,000<br>0819000066<br>S | 2017-18<br>101-0042<br>SHA<br>20.30.600.670 | $635,000 |

State of California
**DEPARTMENT OF TRANSPORTATION**

California State Transportation Agency

# MEMORANDUM

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

**CTC Meeting**: June 26-27, 2019

**From**: STEVEN KECK, Chief Financial Officer

**Reference Number**: 2.5c.(5), Action Item

**Prepared By**: Clark Paulsen, Chief
Division of Budgets

**Subject**: **ALLOCATION FOR THE LOCALLY-ADMINISTERED STIP PROJECT ON THE STATE HIGHWAY SYSTEM (ADVANCEMENT FY 19-20)**
**RESOLUTION FP-18-89**

## ISSUE:

Should the California Transportation Commission (Commission) approve an allocation of $833,000 for the locally-administered State Transportation Improvement Program (STIP) I-280 Soundwalls – SR 87 to Los Gatos project (PPNO 0503J), 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 $833,000 for the locally-administered STIP I-280 Soundwalls – SR 87 to Los Gatos project (PPNO 0503J), 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 $833,000. The local agency is ready to proceed with this project, and is requesting an allocation at this time.

## FINANCIAL RESOLUTION:

Resolved that $833,000 be allocated from the Budget Act of 2018, Budget Act Item 2660-301-0042 for the locally-administered STIP project described on the attached vote list.

Attachments

**2.5 Highway Financial Matters**

| 2.5c.(5) | Locally-Administered STIP Projects On the State Highway System (ADVANCEMENTS) | | | | | Resolution FP-18-89 | |
|---|---|---|---|---|---|---|---|
| Project Number | Allocation Amount | District/PPNO | Project Title | County | Recipient | Phase | Amount |
| 1 | $833,000 | 04-0503J | I-280 Soundwalls - SR 87 to Los Gatos Creek | Santa Clara | Santa Clara Valley Transportation Authority | PA&ED | $833,000 |

## 2.5 Highway Financial Matters

| Project # / Allocation Amount / Recipient / RTPA/CTC / County / Dist-Co-Rte / Postmile | Project Title / Location / Project Description / Project Support Expenditures | PPNO / Program/Year / Phase / Prgm'd Amount / Project ID / Adv Phase / EA | Budget Year / Item # Fund Type / Program Code | Amount by Fund Type |
|---|---|---|---|---|
| **2.5c.(5)** | **Locally-Administered STIP Projects On the State Highway System (ADVANCEMENTS)** | | | **Resolution FP-18-89** |
| 1<br>$833,000<br><br>Santa Clara Valley Transportation Authority<br>MTC<br>Santa Clara<br>04-SCL-280<br>2.5/3.2 | I-280 Soundwalls - SR 87 to Los Gatos Creek. In the city of San Jose, construct sound wall on both sides.<br><br>Outputs/Outcomes — Unit — Total<br>Sound wall mile(s) constructed — Miles — 0.7<br><br>(Contribution from other sources: $0.) | 04-0503J<br>RIP/19-20<br>PA&ED<br>$833,000<br>0419000394<br>4PAED<br>44840 | 2018-19<br>301-0042 SHA<br>20.20.075.600 | $833,000 |

State of California
**DEPARTMENT OF TRANSPORTATION**

California State Transportation Agency

# MEMORANDUM

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

**CTC Meeting**: June 26-27, 2019

**From**: STEVEN KECK, Chief Financial Officer

**Reference Number**: 2.5c.(9), Action Item

**Prepared By**: Clark Paulsen, Chief
Division of Budgets

**Subject**: **ALLOCATION FOR THE ASSEMBLY BILL (AB) 3090 REIMBURSEMENT STIP PROJECT ON THE STATE HIGHWAY SYSTEM**
**RESOLUTION FP-18-94**

## ISSUE:

Should the California Transportation Commission (Commission) approve an allocation of $3,800,000 for the locally-administered Assembly Bill 3090 (AB 3090) reimbursement State Transportation Improvement Program (STIP) project programmed in the STIP?

## RECOMMENDATION:

The California Department of Transportation recommends that the Commission approve an allocation of $3,800,000 for the locally-administered AB 3090 reimbursement STIP Project (PPNO 1520A) in Placer County, programmed in the STIP.

## BACKGROUND:

The attached vote list describes one locally-administered STIP AB 3090 reimbursement project for $3,800,000. This AB 3090 reimbursement is for the AB 3090 reimbursement project in Placer County. AB 3090 reimbursement authority allows local agencies to use local funds to start work on their projects programmed in the STIP and be reimbursed with State funds in a future year when funds are made available. For one agency with an approved AB 3090 reimbursement agreement, as identified on the attached vote list, the year of reimbursement is fiscal year 2018-19. The agency has requested an allocation at this time.

**FINANCIAL RESOLUTION:**

Resolved that $3,800,000 be allocated from the Budget Act of 2018, Budget Act Item 2660-301-0042 for the STIP AB 3090 reimbursement project programmed in 2018-19, as described on the attached vote list.

Attachments

**2.5 Highway Financial Matters**

| 2.5c.(9) | AB 3090 Reimbursement for STIP Projects | | | | | | Resolution FP-18-94 |
|---|---|---|---|---|---|---|---|
| Project Number | Allocation Amount | District/PPNO | Project Title | County | Recipient | Phase | Amount |
| 1 | $3,800,000 | 03-1520A | AB 3090 Reimbursement | Placer | Placer County | CONST | $3,800,000 |

## 2.5 Highway Financial Matters

| Project # / Allocation Amount / Recipient / RTPA/CTC / County / Dist-Co-Rte / Postmile | Project Title / Location / Project Description / Project Support Expenditures | PPNO / Program/Year / Phase / Prgm'd Amount / Project ID / Adv Phase / EA | Budget Year / Item # Fund Type / Program Code | Amount by Fund Type |
|---|---|---|---|---|
| **2.5c.(9)** | **AB 3090 Reimbursement for STIP Projects** | | | **Resolution FP-18-94** |
| 1<br>$3,800,000<br><br>Placer County<br>PCTPA<br>Placer<br>03-PLA-28 | AB 3090 Reimbursement. AB 3090 Reimbursement<br><br>Outcome/Output: FY 2018-19 AB 3090 reimbursement for the Kings Beach Commerical Core Improvement - Gateway to the Core project. | 03-1520A<br>RIP/18-19<br>CONST<br>$3,800,000<br>0315000138<br>4CONL<br>0C931 | 2018-19<br>301-0042 SHA<br>20.20.075.600 | $3,800,000 |

State of California
**DEPARTMENT OF TRANSPORTATION**

California State Transportation Agency

# MEMORANDUM

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

**CTC Meeting**: June 26-27, 2019

**From**: STEVEN KECK, Chief Financial Officer

**Reference Number**: 2.5c.(7), Action Item

**Prepared By**: Clark Paulsen, Chief
Division of Budgets

**Subject**: **ALLOCATION FOR THE ASSEMBLY BILL (AB) 3090 REIMBURSEMENT STIP PROJECT ON THE STATE HIGHWAY SYSTEM (ADVANCEMENT) RESOLUTION FP-18-90**

## ISSUE:

Should the California Transportation Commission (Commission) approve an allocation of $6,321,000 for the locally-administered Assembly Bill 3090 (AB 3090) reimbursement State Transportation Improvement Program (STIP) project (PPNO 3705B) in Kern County, programmed in fiscal year 2019-20?

## RECOMMENDATION:

The California Department of Transportation recommends that the Commission approve an allocation of $6,321,000 for the locally-administered AB 3090 reimbursement STIP project (PPNO 3705B) in Kern County, programmed in 2019-20.

## BACKGROUND:

The attached vote list describes one locally-administered STIP AB 3090 reimbursement project for $6,321,000. This AB 3090 reimbursement is for the AB 3090 reimbursement project in Kern County. AB 3090 reimbursement authority allows local agencies to use local funds to start work on their projects programmed in the STIP and be reimbursed with State funds in a future year when funds are made available. For one agency with an approved AB 3090 reimbursement agreement, as identified on the attached vote list, the year of reimbursement is fiscal year 2018-19. The agency has requested an allocation at this time.

**FINANCIAL RESOLUTION:**

Resolved that $6,321,000 be allocated from the Budget Act of 2018, Budget Act Items 2660-301-0042 and 2660-301-0890 for the STIP AB 3090 reimbursement project programmed in 2019-20, as described on the attached vote list.

Attachments

**2.5 Highway Financial Matters**

| 2.5c.(7) | AB 3090 Reimbursement for STIP Projects (ADVANCEMENTS) | | | | | | Resolution FP-18-90 |
|---|---|---|---|---|---|---|---|
| Project Number | Allocation Amount | District/PPNO | Project Title | County | Recipient | Phase | Amount |
| 1 | $6,321,000 | 06-3705B | AB 3090 Reimbursement | Kern | City of Bakersfield | CONST | $6,321,000 |

## 2.5 Highway Financial Matters

| Project # / Allocation Amount / Recipient / RTPA/CTC / County / Dist-Co-Rte / Postmile | Project Title / Location / Project Description / Project Support Expenditures | PPNO / Program/Year / Phase / Prgm'd Amount / Project ID / Adv Phase / EA | Budget Year / Item # Fund Type / Program Code | Amount by Fund Type |
|---|---|---|---|---|
| **2.5c.(7)** | **AB 3090 Reimbursement for STIP Projects (ADVANCEMENTS)** | | | **Resolution FP-18-90** |
| 1<br>$6,321,000<br><br>City of Bakersfield<br>KCOG<br>Kern<br>06-Ker-58 | AB 3090 Reimbursement . AB 3090 Reimbursement<br><br>Outcome/Output: FY 2019-20 AB 3090 reimbursement for the Westside Parkway - Phase 1 (Centennial) project. | 06-3705B<br>RIP/19-20<br>CONST<br>$6,321,000<br>600000484<br>4CONL<br>48460 | 2018-19<br>301-0042 SHA<br>301-0890 FTF<br>20.20.075.600 | $127,000<br>$6,194,000<br>$6,321,000 |

State of California
**DEPARTMENT OF TRANSPORTATION**

California State Transportation Agency

# MEMORANDUM

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

**CTC Meeting**: June 26-27, 2019

**From**: STEVEN KECK, Chief Financial Officer

**Reference Number**: 4.19, Information Item

**Prepared By**: Ronald E. Sheppard, Chief (Acting)
Division of Rail and Mass Transportation

**Subject**: **UPDATE ON THE WATERBORNE FERRY PROGRAM**

## SUMMARY:

Representatives from the Metropolitan Transportation Commission (MTC) and the Water Emergency Transportation Authority (WETA) will be providing and update on the Waterborne Ferry Program to the California Transportation Commission (Commission) at the June 26-27, 2019 meeting, as an information item.

## BACKGROUND:

The Waterborne Ferry Program is adopted annually to fund of ferry services in the San Francisco Bay Area.

The San Francisco Bay Area Water Transit Authority (WTA) was created by the California State Legislature in 1999 and tasked with planning new and expanded ferry service. In 2007, the San Francisco Bay Area Water Emergency Transportation Authority (WETA) was created to replace WTA and add the emergency response element to the agency's mission.

At the direction of the Legislature, WETA then developed a plan to absorb ferry services then run by the Cities of Alameda and Vallejo. Alameda-Oakland and Harbor Bay ferry services transitioned to WETA in 2012, and those routes in addition to a new route connecting the East Bay to South San Francisco began operating under the San Francisco Bay Ferry brand. The transition of the Vallejo service was completed in 2013.

The ferry service has been growing ever since, with enhanced service on the existing routes, two new maintenance and operations facilities, new terminals in South San Francisco and Richmond, expanded capacity at the San Francisco Ferry Terminal and many new vessels.

State of California
**DEPARTMENT OF TRANSPORTATION**

California State Transportation Agency

# MEMORANDUM

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

**CTC Meeting**: June 26-27, 2019

**From**: STEVEN KECK, Chief Financial Officer

**Reference Number**: 2.6d., Action Item

**Prepared By**: Clark Paulsen, Chief
Division of Budgets

**Subject**: **ALLOCATION FOR THE BAY AREA FERRY OPERATIONS PROGRAM FOR FISCAL YEAR 2019-20**

**RESOLUTION MFP-18-11**

## 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.

State of California
**DEPARTMENT OF TRANSPORTATION**

California State Transportation Agency

# MEMORANDUM

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

**CTC Meeting**: June 26-27, 2019

**From**: STEVEN KECK, Chief Financial Officer

**Reference Number**: 2.5g.(5a), Action Item

**Prepared By**: Clark Paulsen, Chief
Division of Budgets

**Subject**: **ALLOCATION FOR THE LOCALLY-ADMINISTERED PROPOSITION 1B TRADE CORRIDOR IMPROVEMENT FUND PROJECT ON THE STATE HIGHWAY SYSTEM**
**RESOLUTION TCIF-A-1819-04**

## ISSUE:

Should the California Transportation Commission (Commission) approve an allocation of $1,310,000 for the locally-administered Proposition 1B Trade Corridors Improvement Fund (TCIF) SR-60 Archibald Avenue Interchange Improvement project (PPNO 1250), on the State Highway System, in San Bernardino County?

## RECOMMENDATION:

The California Department of Transportation recommends that the Commission approve an allocation of $1,310,000 for one locally-administered Proposition 1B TCIF SR-60 Archibald Avenue Interchange Improvement project (PPNO 1250), on the State Highway System, in San Bernardino County.

## BACKGROUND:

The attached vote list describes one locally-administered Proposition 1B TCIF project totaling $1,310,000. The local agency is ready to proceed with this project and is requesting an allocation at this time.

## FINANCIAL RESOLUTION:

Resolved that $1,310,000 be allocated from the Budget Act of 2018, Budget Act Item 2660-304-6056 for the locally-administered Proposition 1B TCIF project as described on the attached vote list.

Attachment

**2.5 Highway Financial Matters**

| 2.5g.(5a) Locally-Administered Proposition 1B - TCIF Projects On the State Highway System | | | | | | Resolution TCIF-A-1819-04 | |
|---|---|---|---|---|---|---|---|
| Project Number | Allocation Amount | District/PPNO | Project Title | County | Recipient | Phase | Amount |
| 1 | $1,310,000 | 08-1250 | SR-60 Archibald Ave Interchange Improvement | San Bernardino | San Bernardino County Transportation Authority | CONST | $1,310,000 |

## 2.5 Highway Financial Matters

| Project # / Allocation Amount / Recipient / RTPA/CTC / County / Dist-Co-Rte / Postmile | Project Title / Location / Project Description / Project Support Expenditures | PPNO / Program/Year / Phase / Prgm'd Amount / Project ID / Adv Phase / EA | Budget Year / Item # Fund Type / Program Code | Amount by Fund Type |
|---|---|---|---|---|
| **2.5g.(5a)** | **Locally-Administered Proposition 1B - TCIF Projects On the State Highway System** | | | **Resolution TCIF-A-1819-04** |
| 1<br>$1,310,000<br><br>San Bernardino County Transportation Authority<br>SBCTA<br>San Bernardino<br>08-SBD-60<br>R7.8/R7.9 | **SR-60 Archibald Ave Interchange Improvement**. In the city of Ontario. Construct left-turn lanes in each direction on Archibald Avenue, construct right-turn pockets approaching the eastbound and westbound on-ramps on Archibald, extend left-turn lane storage length by approximately 190 feet south of the interchange for northbound traffic accessing the westbound on-ramp and widen all ramps to provide an additional lane and standard shoulder widths. Also construct a 250 feet retaining wall along the westbound on-ramp 225 feet long retaining wall along with CHP reinforcement areas on both sides.(TCIF 130)<br><br>Outcome/Output: — Unit — Total<br>Modified/Improved Interchange — Each — 1<br>Sound wall constructed — Miles — 0.1<br><br>(CEQA - CE, Re-validation 05/16/2019.)<br>(NEPA - CE, Re-validation 05/16/2019)<br><br>(R/W Certification: 06/04/2019)<br><br>(Contribution from other sources: $17,155,000.) | 08-1250<br>TCIF/18-19<br>CONST<br>$1,310,000<br>0814000194<br>S<br>1F260 | 2018-19<br>304-6056 TCIF<br>20.20.723.000 | $1,310,000 |

State of California
**DEPARTMENT OF TRANSPORTATION**

California State Transportation Agency

# MEMORANDUM

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

**CTC Meeting**: June 26-27, 2019

**From**: STEVEN KECK, Chief Financial Officer

**Reference Number**: 2.5s.(2), Action Item

**Prepared By**: Clark Paulsen, Chief
Division of Budgets

**Subject**: **ALLOCATION FOR THE LOCALLY-ADMINISTERED SENATE BILL 1 LOCAL PARTNERSHIP PROGRAM PROJECTS (FORMULAIC) ON THE STATE HIGHWAY SYSTEM**
**RESOLUTION LPP-A-1819-32**

## ISSUE:

Should the California Transportation Commission (Commission) approve an allocation of $4,272,000 for the locally-administered Local Partnership Program (LPP) (Formulaic) Pachappa Underpass (SR91 HOV Remnant Work) project (PPNO 1239), on the State Highway System, in Riverside County?

## RECOMMENDATION:

The California Department of Transportation recommends that the Commission approve an allocation of $4,272,000 for the locally-administered LPP (Formulaic) Pachappa Underpass (SR91 HOV Remnant Work) project (PPNO 1239), on the State Highway System, in Riverside County.

## BACKGROUND:

The attached vote list describes one LPP (Formulaic) project totaling $4,272,000. The local agency is ready to proceed with this project and is requesting an allocation at this time.

## FINANCIAL RESOLUTION:

Resolved that $4,272,000 be allocated from Non-Budget Act Item 2660-801-3290 for the locally-administered LPP (Formulaic) project described on the attached vote list.

Attachment

**2.5 Highway Financial Matters**

| 2.5s.(2) | Locally-Administered SB1 LPP (Formulaic) Projects On the State Highway System | | | | | Resolution LPP-A-1819-32 | |
|---|---|---|---|---|---|---|---|
| Project Number | Allocation Amount | District/PPNO | Project Title | County | Recipient | Phase | Amount |
| 1 | $4,272,000 | 08-1239 | Pachappa Underpass (SR91 HOV Remnant Work) | Riverside | Riverside County Transportation Commission | CONST | $4,272,000 |

## 2.5 Highway Financial Matters

| Project # / Allocation Amount / Recipient / RTPA/CTC / County / Dist-Co-Rte / Postmile | Project Title / Location / Project Description / Project Support Expenditures | PPNO / Program/Year / Phase / Prgm'd Amount / Project ID / Adv Phase / EA | Budget Year / Item # Fund Type / Program Code | Amount by Fund Type |
|---|---|---|---|---|
| **2.5s.(2)** | **Locally-Administered SB1 LPP (Formulaic) Projects On the State Highway System** | | | **Resolution LPP-A-1819-32** |
| 1<br>$4,272,000<br><br>Riverside County Transportation Commission<br>RCTC<br>Riverside<br>08-RIV-91<br>18.4/20.7 | **Pachappa Underpass (SR91 HOV Remnant Work)**. In Riverside County, complete the remaining work associated with the Union Pacific Railroad line along Pachappa Underpass by paving the auxillary lanes and shoulder of westbound SR 91 and constructing a full structure section for the second right turn lane for the Mission Inn Avenue westbound exit ramp.<br><br>Outputs/Outcomes — Unit — Total<br>Operational improvement(s) — Each — 1<br>Turn pocket(s) constructed — Each — 1<br><br>(CEQA - CE, Revalidation 04/10/2017)<br>(NEPA - CE, Revalidation 04/10/2017)<br><br>(Right of Way Certification: 03/28/2019)<br><br>(Contribution from other sources: $13,623,000.) | 08-1239<br>LPP-F/18-19<br>CONST<br>$4,272,000<br>0816000080<br>4CONL<br>44843 | 2017-18<br>801-3290 RMRA<br>20.20.724.000 | $4,272,000 |

State of California
**DEPARTMENT OF TRANSPORTATION**

California State Transportation Agency

# MEMORANDUM

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

**CTC Meeting**: June 26-27, 2019

**From**: STEVEN KECK, Chief Financial Officer

**Reference Number**: 2.5s.(3), Action Item

**Prepared By**: Clark Paulsen, Chief
Division of Budgets

**Subject**: **ALLOCATION FOR THE LOCALLY-ADMINISTERED SENATE BILL 1 LOCAL PARTNERSHIP PROGRAM PROJECTS (FORMULAIC) OFF THE STATE HIGHWAY SYSTEM**
**RESOLUTION LPP-A-1819-33**

## ISSUE:

Should the California Transportation Commission (Commission) approve an allocation of $733,000 for three locally-administered Local Partnership Program (LPP) (Formulaic) projects, off the State Highway System?

## RECOMMENDATION:

The California Department of Transportation recommends that the Commission approve an allocation of $733,000 for three locally-administered LPP (Formulaic) projects off the State Highway System.

## BACKGROUND:

The attached vote list describes three locally-administered LPP (Formulaic) projects totaling $733,000. The local agencies are ready to proceed with these projects and are requesting an allocation at this time.

## FINANCIAL RESOLUTION:

Resolved that $733,000 be allocated from Non-Budget Act Item 2660-601-3290 for three locally-administered LPP (Formulaic) projects described on the attached vote list.

Attachment

**2.5 Highway Financial Matters**

| 2.5s.(3) | Locally-Administered SB1 LPP (Formulaic) Projects Off the State Highway System | | | | | Resolution LPP-A-1819-33 | |
|---|---|---|---|---|---|---|---|
| Project Number | Allocation Amount | District/PPNO | Project Title | County | Recipient | Phase | Amount |
| 1 | $100,000 | 01-4722 | 2018 Asphalt Maintenance Program | Mendocino | City of Willits | CONST | $100,000 |
| 2 | $200,000 | 04-2321D | 2019 Supplemental Downtown Arterial Paving Project | Contra Costa | City of Martinez | CONST | $200,000 |
| 3 | $473,000 | 04-2318A | **Bicycle & Pedestrian Gap Closures** | Sonoma | City of Santa Rosa | CONST | $473,000 |

## 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 |
|---|---|---|---|---|
| **2.5s.(3)** | **Locally-Administered SB1 LPP (Formulaic) Projects Off the State Highway System** | | | **Resolution LPP-A-1819-33** |
| 1<br>$100,000<br><br>City of Willits<br>MCOG<br>01-Mendocino | **2018 Asphalt Maintenance Program**. In the City of Willits - On East Commercial Street, West San Francisco Street, South Lenore Street, West Valley Street, Alameda Street, Haehl Creek Drive, Mill Street, Sanhedrin Circle, Haehl Creek Court, and Laurel Street. Crack seal and slurry seal various routes.<br><br>Outputs/Outcomes — Unit — Total<br>Local road lane-mile(s) rehabilitated — Miles — 2<br><br>(CEQA - NOE, 05/01/2019.)<br><br>(Right of Way Certification: 04/30/2019)<br><br>(Contribution from other sources: $103,000.) | 01-4722<br>LPP-F/18-19<br>CONST<br>$100,000<br>0119000112<br>S | 2017-18<br>601-3290<br>RMRA<br>20.30.210.200 | $100,000 |
| 2<br>$200,000<br><br>City of Martinez<br>MTC<br>04-Contra Costa | **2019 Supplemental Downtown Arterial Paving Project**. On Berrellesa Street from Marina Vista to Jones Street. Base failure repair and cape seal (entire width of street) and new striping.<br><br>Outputs/Outcomes — Unit — Total<br>Local road lane-mile(s) rehabilitated — Miles — 0.42<br><br>(CEQA - CE, 01/04/2019.)<br><br>Right of Way Certification: 01/04/2019<br><br>(Contribution from other sources: $200,000.) | 04-2321D<br>LPP-F/18-19<br>CONST<br>$200,000<br>0419000422<br>S | 2017-18<br>601-3290<br>RMRA<br>20.30.210.200 | $200,000 |
| 3<br>$473,000<br><br>City of Santa Rosa<br>MTC<br>04-Sonoma | **Bicycle & Pedestrian Gap Closures**. In the City of Santa Rosa on Piner Road and Dutton Avenue. Close a gap in a Class II bicycle lane on Piner Road between Coffey Lane and Range Avenue and construct approximately 500 feet of sidewalk to provide sidewalk gap closure on the east side Dutton Avenue just south of Jennnings Avenue. This project also includes rehabilitation the pavement where the bicycle lanes will be installed, and curb ramps will be upgraded to current standards.<br><br>Outputs/Outcomes — Unit — Total<br>Sidewalk mile(s) — Miles — 0.75<br>Bicycle lane mile(s) — Miles — 0.75<br><br>(CEQA - NOE, 01/09/2018.)<br><br>(Right of Way Certification: 04/1/2019)<br><br>(Contribution from other sources: $984,481.) | 04-2318A<br>LPP-F/18-19<br>CONST<br>$473,000<br>0418000300<br>S | 2017-18<br>601-3290<br>RMRA<br>20.30.210.200 | $473,000 |

State of California
**DEPARTMENT OF TRANSPORTATION**

California State Transportation Agency

# MEMORANDUM

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

**CTC Meeting**: June 26-27, 2019

**From**: STEVEN KECK, Chief Financial Officer

**Reference Number**: 2.5s.(4), Action Item

**Prepared By**: Clark Paulsen, Chief
Division of Budgets

**Subject**: **ALLOCATION FOR THE STATE-ADMINISTERED SENATE BILL 1 LOCAL PARTNERSHIP PROGRAM PROJECT (FORMULAIC) ON THE STATE HIGHWAY SYSTEM (ADVANCEMENTS FY 2019-20)**
**RESOLUTION LPP-A-1819-27**

## ISSUE:

Should the California Transportation Commission (Commission) approve an allocation of $829,000 for the State-Administered Local Partnership Program (LPP) (Formulaic) Santa Monica Road and Via Real Intersection project (PPNO 2985), on the State Highway System, in Santa Barbara County, programmed in fiscal year 2019-20?

## RECOMMENDATION:

The California Department of Transportation recommends that the Commission approve an allocation of $829,000 for the State-Administered LPP (Formulaic) Santa Monica Road and Via Real Intersection project (PPNO 2985), on the State Highway System, in Santa Barbara County, programmed in 2019-20.

## BACKGROUND:

The attached vote list describes one State-Administered LPP (Formulaic) project totaling $829,000. The local agency is ready to proceed with this project and is requesting an allocation at this time.

## FINANCIAL RESOLUTION:

Resolved that $829,000 be allocated from Non-Budget Act Item 2660-801-3290 and 2660-505-3290 for the State-Administered LPP (Formulaic) project as described on the attached vote list.

Attachment

2.5 Highway Financial Matters

| 2.5s.(4) | State-Administered SB1 LPP (Formulaic) Projects On the State Highway System (Advancements ) | | | | | | Resolution LPP-A-1819-27 |
|---|---|---|---|---|---|---|---|
| Project Number | Allocation Amount | District/PPNO | County Route | Project Title | Fund | Phase | Amount |
| 1 | $829,000 | 05-2985 | Santa Barbara 101 | Santa Monica Road and Via Real Intersection Improvements | LPP-F | PS&E<br>R/W | $345,000<br>$484,000 |

## 2.5 Highway Financial Matters

| Project # / Allocation Amount / Recipient / RTPA/CTC / County / Dist-Co-Rte / Postmile | Project Title / Location / Project Description / Project Support Expenditures | PPNO / Program/Year / Phase / Prgm'd Amount / Project ID / Adv Phase / EA | Budget Year / Item # Fund Type / Program Code | Amount by Fund Type |
|---|---|---|---|---|
| **2.5s.(4)** | **State-Administered SB1 LPP (Formulaic) Projects On the State Highway System (Advancements )** | | | **Resolution LPP-A-1819-27** |
| 1<br>$829,000<br><br>Department of Transportation<br>SBCAG<br>Santa Barbara<br>05-SB-101<br>3.7/3.9 | **Santa Monica Road and Via Real Intersection Improvements**. At the intersection of Santa Monica Road, Via Real and the Santa Monica northboundf on and off ramp from Highway 101. Construct intersection improvements to address forecast operational deficiencies at this all-way stop intersection.<br><br>Outputs/Outcomes — Unit — Total<br>Local road operational improvement(s) — Each — 1<br>Operational improvement(s) — Each — 1<br><br>(CEQA - CE, 03/26/2019.)<br>(NEPA - CE, 03/26/2019)<br><br>[Contribution from other sources: $345,000 (PS&E) and $484,000 (Right of Way)] | 05-2985<br>LPP-F/19-20<br>PS&E<br>~~$450,000~~<br>**$345,000**<br>R/W<br>~~$379,000~~<br>**$484,000**<br>0518000080<br>1,9<br>1J850 | 2017-18<br>505-3290 RMRA<br>20.10.724.000<br><br>801-3290 RMRA<br>20.20.724.000 | $345,000<br><br>$484,000 |

State of California
**DEPARTMENT OF TRANSPORTATION**

California State Transportation Agency

# MEMORANDUM

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

**CTC Meeting**: June 26-27, 2019

**From**: STEVEN KECK, Chief Financial Officer

**Reference Number**: 2.5s.(5), Action Item

**Prepared By**: Clark Paulsen, Chief
Division of Budgets

**Subject**: **ALLOCATION FOR THE LOCALLY-ADMINISTERED SENATE BILL 1 LOCAL PARTNERSHIP PROGRAM PROJECT (FORMULAIC) ON THE STATE HIGHWAY SYSTEM (ADVANCEMENTS FY 2019-20)**
**RESOLUTION LPP-A-1819-28**

## ISSUE:

Should the California Transportation Commission (Commission) approve an allocation of $2,286,000 for the locally-administered Local Partnership Program (LPP) (Formulaic) Innovate 680: I 680-Northbound HOT/HOV Project (PPNO 2321B), on the State Highway System, in Contra Costa County, programmed in fiscal year 2019-20?

## RECOMMENDATION:

The California Department of Transportation recommends that the Commission approve an allocation of $2,286,000 for the locally-administered LPP (Formulaic) Innovate 680: I 680-Northbound HOT/HOV Project (PPNO 2321B), on the State Highway System, in Contra Costa County, programmed in 2019-20.

## BACKGROUND:

The attached vote list describes one locally-administered LPP (Formulaic) project totaling $2,286,000. The local agency is ready to proceed with this project and is requesting an allocation at this time.

## FINANCIAL RESOLUTION:

Resolved that $2,286,000 be allocated from Non-Budget Act Item 2660-801-3290 for the locally-administered LPP (Formulaic) project as described on the attached vote list.

Attachment

2.5 Highway Financial Matters

## 2.5s.(5) Locally-Administered SB1 LPP (Formulaic) Projects On the State Highway System (Advancements) Resolution LPP-A-1819-28

| Project Number | Allocation Amount | District/PPNO | Project Title | County | Recipient | Phase | Amount |
|---|---|---|---|---|---|---|---|
| 1 | $2,286,000 | 04-2321B | Innovate 680: I-680 Northbound HOT/HOV Project | Contra Costa | Contra Costa County Transportation Authority | PA&ED | $2,286,000 |

## 2.5 Highway Financial Matters

| Project # / Allocation Amount / Recipient / RTPA/CTC / County / Dist-Co-Rte / Postmile | Project Title / Location / Project Description / Project Support Expenditures | PPNO / Program/Year / Phase / Prgm'd Amount / Project ID / Adv Phase / EA | Budget Year / Item # Fund Type / Program Code | Amount by Fund Type |
|---|---|---|---|---|
| **2.5s.(5)** | **Locally-Administered SB1 LPP (Formulaic) Projects On the State Highway System (Advancements)** | | | **Resolution LPP-A-1819-28** |
| 1<br>$2,286,000<br><br>Contra Costa County Transportation Authority<br>MTC<br>Contra Costa<br>04-CC-680<br>R11.1/23.0 | **Innovate 680: I-680 Northbound HOT/HOV Project**. In Contra Costa County. Widen northbound I-680 to add an Express Lane, between Livorna Road and SR 242 and covert the existing HOV lane to an Express Lane, between SR 242 and Marina Vista.<br><br>Outputs/Outcomes — Unit — Total<br>HOV/HOT lane-mile(s) constructed — Miles — 12<br>Operational improvement(s) — Each — 1<br><br>(Contribution from other sources: $7,714,000.) | 04-2321B<br>LPP-F/19-20<br>PA&ED<br>$2,286,000<br>0418000070<br>4PAED<br>0Q310 | 2017-18<br>801-3290 RMRA<br>20.20.724.000 | $2,286,000 |

State of California
**DEPARTMENT OF TRANSPORTATION**

California State Transportation Agency

# MEMORANDUM

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

**CTC Meeting**: June 26-27, 2019

**From**: STEVEN KECK, Chief Financial Officer

**Reference Number**: 2.5s.(6), Action Item

**Prepared By**: Clark Paulsen, Chief
Division of Budgets

**Subject**: **ALLOCATION FOR THE LOCALLY-ADMINISTERED SENATE BILL 1 LOCAL PARTNERSHIP PROGRAM PROJECT (FORMULAIC) OFF THE STATE HIGHWAY SYSTEM (ADVANCEMENTS FY 2019-20) RESOLUTION LPP-A-1819-29**

## ISSUE:

Should the California Transportation Commission (Commission) approve an allocation of $100,000 for the locally-administered Local Partnership Program (LPP) (Formulaic) 2019 Slurry Seal Project (PPNO 1226), 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 $100,000 for the locally-administered LPP (Formulaic) 2019 Slurry Seal Project (PPNO 1226), off the State Highway System, programmed in 2019-20.

## BACKGROUND:

The attached vote list describes one locally-administered LPP (Formulaic) project totaling $100,000. The local agency is ready to proceed with this project and is requesting an allocation at this time.

## FINANCIAL RESOLUTION:

Resolved that $100,000 be allocated from Non-Budget Act Item 2660-601-3290 for the locally-administered LPP (Formulaic) project as described on the attached vote list.

Attachment

2.5 Highway Financial Matters

## 2.5s.(6) Locally-Administered SB1 LPP (Formulaic) Projects Off the State Highway System (Advancements) Resolution LPP-A-1819-29

| Project Number | Allocation Amount | District/PPNO | Project Title | County | Recipient | Phase | Amount |
|---|---|---|---|---|---|---|---|
| 1 | $100,000 | 03-1226 | 2019 Slurry Seal Project | Nevada | Town of Truckee | CONST | $100,000 |

## 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 |
|---|---|---|---|---|---|---|
| **2.5s.(6)** | **Locally-Administered SB1 LPP (Formulaic) Projects Off the State Highway System (Advancements)** | | | | | **Resolution LPP-A-1819-29** |
| 1<br>$100,000<br><br>Town of Truckee<br>NCTC<br>03-Nevada | **2019 Slurry Seal Project**. Slurry seal approximately 39 miles of Town-maintained roadways.<br><br>Outputs/Outcomes<br>Local road lane-mile(s) rehabilitated<br><br>(CEQA - CE, 11/08/2018.)<br><br>(Right of Way Certification: 11/08/2018)<br><br>(Contribution from other sources: $953,000.) | Unit<br>Miles | Total<br>39 | 03-1226<br>LPP-F/19-20<br>CONST<br>$100,000<br>0319000114<br>S | 2017-18<br>601-3290<br>RMRA<br>20.30.210.200 | $100,000 |

State of California
**DEPARTMENT OF TRANSPORTATION**

California State Transportation Agency

# MEMORANDUM

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

**CTC Meeting**: June 26-27, 2019

**From**: STEVEN KECK, Chief Financial Officer

**Reference Number**: 2.6s.(1), Action Item

**Prepared By**: Clark Paulsen, Chief
Division of Budgets

**Subject**: **ALLOCATION FOR THE LOCALLY-ADMINISTERED SENATE BILL 1 LOCAL PARTNERSHIP PROGRAM (FORMULAIC) TRANSIT PROJECT RESOLUTION LPP-A-1819-31**

## ISSUE:

Should the California Transportation Commission (Commission) approve an allocation of $100,000 for the locally-administered Senate Bill 1 (SB1) Local Partnership Program (LPP) (Formulaic) Monterey Bus Rapid Transit Phase II (PPNO 2892) project, in Monterey County.

## RECOMMENDATION:

The California Department of Transportation recommends that the Commission approve an allocation of $100,000 for the locally-administered SB1 LPP (Formulaic) Monterey Bus Rapid Transit Phase II (PPNO 2892) project, in Monterey County.

## BACKGROUND:

The attached vote list describes one locally-administered SB1 LPP (Formulaic) Transit project totaling $100,000. The local agency is ready to proceed with this project and is requesting an allocation at this time.

## FINANCIAL RESOLUTION:

Resolved that $100,000 be allocated from Non-Budget Act Item 2660-601-3290 for the locally-administered SB1 LPP (Formulaic) Transit project as described on the attached vote list.

Attachment

**2.5 Highway Financial Matters**

| 2.6s.(1) | Locally-Administered LPP (Formulaic) Transit Projects | | | | | | Resolution LPP-A-1819-31 |
|---|---|---|---|---|---|---|---|
| Project Number | Allocation Amount | District/PPNO | Project Title | County | Recipient | Phase | Amount |
| 1 | $100,000 | 05-2892 | **Monterey Bus Rapid Transit Phase II** | Monterey | Monterey-Salinas Transit | PA&ED | $100,000 |

## 2.6 Mass Transportation Financial Matters

| Project # / Allocation Amount / Recipient / RTPA/CTC / District-County | Project Title / Location / Project Description | PPNO / Program/Year / Phase / Prgm'd Amount / Project ID / Adv. Phase | Budget Year / Item # / Fund Type / Program Code | Amount by Fund Type |
|---|---|---|---|---|
| **2.6s.(1)** | **Locally-Administered LPP (Formulaic) Transit Projects** | | | **Resolution LPP-A-1819-31** |
| 1<br>$100,000<br><br>Monterey-Salinas Transit<br>TAMC<br>05-Monterey | **Monterey Bus Rapid Transit Phase II**. In Monterey County, implementation of a bus rapid transit corridor on and/or parallel to State Route 1.<br><br>Outputs/Outcomes — Unit — Total<br>Operational improvement(s) — Each — 6<br><br>(Contributions from other sources: $39,595,000 | 05-2892<br>LPP-F/18-19<br>PA&ED<br>$100,000<br>0519000137<br>S | 2017-18<br>601-3290<br>RMRA<br>30.10.724.100 | $100,000 |

State of California
**DEPARTMENT OF TRANSPORTATION**

California State Transportation Agency

# MEMORANDUM

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

**CTC Meeting**: June 26-27, 2019

**From**: STEVEN KECK, Chief Financial Officer

**Reference Number**: 2.5s.(7), Action Item

**Prepared By**: Clark Paulsen, Chief
Division of Budgets

**Subject**: **ALLOCATION FOR THE STATE-ADMINISTERED MULTI-FUNDED SENATE BILL 1 LOCAL PARTNERSHIP PROGRAM/STATE TRANSPORTATION IMPROVEMENT PROGRAM/ PROPOSITION 1B TRADE CORRIDOR IMPROVEMENT FUND PROJECT**
**RESOLUTION FP-18-84**
**RESOLUTION LPP-A-1819-30**
**RESOLUTION TCIF-A-1819-03**

## ISSUE:

Should the California Transportation Commission (Commission) approve an allocation of $121,809,000 for the State-Administered Multi-Funded Local Partnership Program (LPP) (Formulaic)/State Transportation Improvement Program (STIP)/Proposition 1B Trade Corridor Improvement Fund (TCIF) Interstate 5 Widening, Segment 1 (SR 73 to Oso Parkway) (PPNO 2655) project, on the State Highway System, in Orange County?

## RECOMMENDATION:

The California Department of Transportation (Department) recommends that the Commission approve an allocation of $121,809,000 for the State-Administered Multi-Funded LPP (Formulaic)/STIP/Proposition 1B TCIF Interstate 5 Widening, Segment 1 (SR 73 to Oso Parkway) (PPNO 2655) project, on the State Highway System, in Orange County.

## BACKGROUND:

The attached vote list describes one Multi-Funded State-Administered LPP (Formulaic)/STIP/Proposition 1B TCIF project totaling $121,809,000. The Department is ready to proceed with this project and is requesting an allocation at this time; however, the allocation is contingent on the passage of a Budget Revision.

**FINANCIAL RESOLUTION:**

Resolved that $110,343,000 be allocated from Non-Budget Act Item 2660-801-3290 and 2660-505-3290, Budget Act Item 2660-301-0042, 2660-301-0890 and 2660-304-6056 for construction and $11,466,000 for construction engineering for the State-Administered Multi-Funded LPP (Formulaic)/STIP/Proposition 1B TCIF project as described on the attached vote list.

Attachment

**2.5 Highway Financial Matters**

| **2.5s.(7)** | **State-Administered Multi-Funded LPP/STIP/TCIF Project** | | | | | **Resolution FP-18-84** | |
|---|---|---|---|---|---|---|---|
| Project Number | Allocation Amount | District/PPNO | County Route | Project Title | Fund | **Resolution LPP-A-1819-30** Phase | Amount |
| 1 | $121,809,000 | 12-2655 | Orange 5 | Interstate 5 Widening, Segment 1 (SR 73 to Oso Parkway) | RIP | CON ENG | $8,564,000 |
| | | | | | | CONST | $65,171,000 |
| | | | | | TCIF | CONST | $29,832,000 |
| | | | | | LPP-F | CON ENG | $2,902,000 |
| | | | | | | CONST | $15,340,000 |

## 2.5 Highway Financial Matters

| Project # / Allocation Amount / Recipient / RTPA/CTC / County / Dist-Co-Rte / Postmile | Project Title / Location / Project Description / Project Support Expenditures | PPNO / Program/Year / Phase / Prgm'd Amount / Project ID / Adv Phase / EA | Budget Year / Item # Fund Type / Program Code | Amount by Fund Type |
|---|---|---|---|---|
| **2.5s.(7)** | **State-Administered Multi-Funded LPP/STIP/TCIF Project** | | | **Resolution FP-18-84**<br>**Resolution LPP-A-1819-30**<br>**Resolution TCIF-A-1819-03** |
| 1<br>$121,809,000<br><br>Department of Transportation<br>OCTA<br>Orange<br>12-ORA-5<br>12.4/14.5 | **Interstate 5 Widening, Segment 1 (SR 73 to Oso Parkway)**. In Laguna Niguel, Mission Viejo and Laguna Hills from Route 73 to Oso Parkway. Add general purpose lane in each direction and reconstruct interchanges at Avery Parkway.<br><br>Outcome/Output: Construct 4.2 lane-miles of mixed-flow lanes.<br><br>Final Project Development (RIP): N/A<br><br>Final Right of Way (RIP): N/A<br><br>(CEQA - MND, 04/23/2019.)<br>(NEPA - FONSI, 04/23/2019)<br><br>(Future consideration of funding approved under Resolution E-14-37; August 2014.)<br><br>(Right of Way Certification: 05/21/2019)<br><br>(RIP CONST savings of $84,000 to be moved to RIP CON ENG.)<br><br>(Contribution from other sources: $20,754,000.)<br><br>**ALLOCATION IS CONTINGENT UPON APPROVAL OF A BUDGET REVISION BY THE DEPARTMENT OF FINANCE.** | 12-2655<br>RIP/18-19<br>CON ENG<br>~~$8,480,000~~<br>**$8,564,000**<br>CONST<br>~~$65,255,000~~<br>**$65,171,000**<br><br>TCIF/18-19<br>CONST<br>$29,832,000<br><br>LPP-F/18-19<br>CON ENG<br>$2,902,000<br>CONST<br>$15,340,000<br>1214000096<br>3,4<br>0K021 | 001-0042 SHA<br>001-0890 FTF<br>20.10.075.600<br><br>2018-19<br>301-0042 SHA<br>301-0890 FTF<br>20.20.075.600<br><br>2017-18<br>304-6056 TCIF<br>20.20.723.000<br><br>505-3290 RMRA<br>20.10.724.000<br><br>2017-18<br>801-3290 RMRA<br>20.20.724.000 | $722,000<br>$7,842,000<br>$8,564,000<br><br>$5,494,000<br>$59,677,000<br>$65,171,000<br><br>$29,832,000<br><br>$2,902,000<br><br>$15,340,000 |

State of California
**DEPARTMENT OF TRANSPORTATION**

California State Transportation Agency

# MEMORANDUM

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

**CTC Meeting**: June 26-27, 2019

**From**: STEVEN KECK, Chief Financial Officer

**Reference Number**: 2.5s.(9), Action Item

**Prepared By**: Clark Paulsen, Chief
Division of Budgets

**Subject**: **ALLOCATION FOR THE LOCALLY-ADMINISTERED SENATE BILL 1 SOLUTIONS FOR CONGESTED CORRIDORS PROGRAM PROJECT OFF THE STATE HIGHWAY SYSTEM**
**RESOLUTION SCCP-A-1819-10**

## ISSUE:

Should the California Transportation Commission (Commission) approve an allocation of $200,000 for the locally-administered Senate Bill 1 (SB1) Solutions for Congested Corridors Program (SCCP) Franklin Boulevard Cycle Track Phase 1 (PPNO 1788) project, off the State Highway System, in Sacramento County?

## RECOMMENDATION:

The California Department of Transportation recommends that the Commission approve an allocation of $200,000 for the locally-administered SB1 SCCP Franklin Boulevard Cycle Track Phase 1 (PPNO 1788) project, off the State Highway System, in Sacramento County.

## BACKGROUND:

The attached vote list describes one locally-administered SB1 SCCP project totaling $200,000. The local agency is ready to proceed with this project and is requesting an allocation at this time.

## FINANCIAL RESOLUTION:

Resolved that $200,000 be allocated from the Budget Act of 2017, Budget Act Item 2660-109-0042 for the locally-administered SB1 SCCP project as described on the attached vote list.

Attachment

**2.5 Highway Financial Matters**

| 2.5s.(9) | Locally-Administered SB1 SCCP Off the State Highway System | | | | | Resolution SCCP-A-1819-10 | |
|---|---|---|---|---|---|---|---|
| Project Number | Allocation Amount | District/PPNO | Project Title | County | Recipient | Phase | Amount |
| 1 | $200,000 | 03-1788 | Franklin Boulevard Cycle Track Phase 1 | Sacramento | City of Elk Grove | CONST | $200,000 |

## 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 |
|---|---|---|---|---|
| **2.5s.(9)** | **Locally-Administered SB1 SCCP Off the State Highway System** | | | **Resolution SCCP-A-1819-10** |
| 1<br>$200,000<br><br>City of Elk Grove<br>SACOG<br>03-Sacramento | **Franklin Boulevard Cycle Track Phase 1**. Parallel to I-5 on Franklin Boulevard from Big Horn Boulevard to the Consumnes River Light Rail Station at the intersection of Franklin Boulevard and Consumnes River Boulevard. Construct Class IV bikeway.<br><br>Outputs/Outcomes — Unit — Total<br>Pedestrian/Bicycle facilities mile(s) constructed — Miles — 0.6<br><br>(CEQA - CE, 07/13/2018.)<br><br>(Right of Way Certification: 04/22/2019) | 03-1788<br>SCCP/18-19<br>CONST<br>$200,000<br>0318000324<br>S | 2017-18<br>109-0042<br>SHA<br>20.30.210.350 | $200,000 |

State of California
**DEPARTMENT OF TRANSPORTATION**

California State Transportation Agency

# MEMORANDUM

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

**CTC Meeting**: June 26-27, 2019

**From**: STEVEN KECK, Chief Financial Officer

**Reference Number**: 2.5s.(10), Action Item

**Prepared By**: Clark Paulsen, Chief
Division of Budgets

**Subject**: **ALLOCATION FOR THE LOCALLY-ADMINISTERED SENATE BILL 1 TRADE CORRIDORS ENHANCEMENT PROGRAM PROJECTS OFF THE STATE HIGHWAY SYSTEM**
**RESOLUTION TCEP-A-1819-12**

## ISSUE:

Should the California Transportation Commission (Commission) approve an allocation of $20,000,000 for two locally-administered Senate Bill 1 (SB1) Trade Corridor Enhancement Program (TCEP) projects, off the State Highway System.

## RECOMMENDATION:

The California Department of Transportation recommends that the Commission approve an allocation of $20,000,000 for two locally-administered SB1 TCEP projects, off the State Highway System.

## BACKGROUND:

The attached vote list describes two locally-administered SB1 TCEP projects totaling $20,000,000. The local agencies are ready to proceed with these projects and are requesting an allocation at this time.

## FINANCIAL RESOLUTION:

Resolved that $20,000,000 be allocated from the Budget Act of 2017 and 2018, Budget Act Items 2660-101-3291 and 2660-102-0890 for two locally-administered SB1 TCEP projects as described on the attached vote list.

Attachment

**2.5 Highway Financial Matters**

| 2.5s.(10) Locally-Administered SB 1 TCEP Projects Off the State Highway System | | | | | | Resolution TCEP-A-1819-12 | |
|---|---|---|---|---|---|---|---|
| Project Number | Allocation Amount | District/PPNO | Project Title | County | Recipient | Phase | Amount |
| 1 | $14,000,000 | 07-T0007 | Port of Long Beach: Pier G to J | Los Angeles | City of Long Beach | CONST | $14,000,000 |
| 2 | $6,000,000 | 11-1334 | Otay Mesa Truck Route, Phase 4A | San Diego | City of San Diego | CONST | $6,000,000 |

## 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 |
|---|---|---|---|---|
| **2.5s.(10)** | **Locally-Administered SB 1 TCEP Projects Off the State Highway System** | | | **Resolution TCEP-A-1819-12** |
| 1<br>$14,000,000<br><br>City of Long Beach<br>LACMTA<br>07-Los Angeles | **Port of Long Beach: Pier G to J**. Construct new 9,000-foot mainline track for trains serving four marine terminals in the southeastern area of the Port between the northeast corner of Pier G terminal and Harbor Scenic Drive.<br><br>Outputs/Outcomes — Unit — Total<br>Mile(s) of new track — Miles — 1.7<br>Local road operational improvement(s) — Each — 1<br><br>(CEQA - EIR, 09/11/2000)<br>(NEPA - CE, 04/26/2019)<br><br>(Concurrent consideration of funding under Resolution E-19-68; June 2019.)<br><br>(Right of Way Certification, 04/26/2019.)<br><br>(Contribution from other sources: $6,869,000.) | 07-T0007<br>TCEP-R/18-19<br>CONST<br>$14,000,000<br>0719000095<br>S | 2018-19<br>102-0890<br>FTF<br>20.30.210.320 | $14,000,000 |
| 2<br>$6,000,000<br><br>City of San Diego<br>SANDAG<br>11-San Diego | **Otay Mesa Truck Route, Phase 4A**. In San Diego at the existing east/west service road along the border fence on La Media Road.<br><br>Widen and pave approximately 1.3 miles of existing service road, redirect laden/unladen trucks on dedicated route.<br><br>Outputs/Outcomes — Unit — Total<br>Local road lane-mile(s) rehabilitated — Miles — 1.3<br>Operational Improvements — Miles — 1.3<br>Intersections Modified — Each — 2<br><br>(CEQA - MND, 02/04/2019.)<br>(NEPA - CE, 02/04/2019)<br><br>(Right of Way Certification: 04/30/2019)<br><br>(Concurrent consideration of funding under Resolution E-19-65; June 2019)<br><br>(Contributions from other sources: $5,524,000) | 11-1334<br>TCEP-R/18-19<br>CONST<br>$6,000,000<br>1100020438<br>S | 2017-18<br>101-3291<br>TCEA<br>20.30.210.320 | $6,000,000 |

State of California
**DEPARTMENT OF TRANSPORTATION**

California State Transportation Agency

# MEMORANDUM

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

**CTC Meeting**: June 26-27, 2019

**From**: STEVEN KECK, Chief Financial Officer

**Reference Number**: 2.5s.(11), Action Item

**Prepared By**: Clark Paulsen, Chief
Division of Budgets

**Subject**: **ALLOCATION FOR THE LOCALLY-ADMINISTERED MULTI-FUNDED TRADE CORRIDOR ENHANCEMENT PROGRAM/STATE TRANSPORTATION IMPROVEMENT PROGRAM PROJECT**
**RESOLUTION FP-18-85**
**RESOLUTION TCEP-A-1819-13**

## ISSUE:

Should the California Transportation Commission (Commission) approve an allocation of $64,919,000 for the locally-administered Multi-Funded Trade Corridor Enhancement Program (TCEP)/State Transportation Improvement Program (STIP) Route 132 Expressway, Phase 1 project (PPNO 0994M), on the State Highway System, in Stanislaus County?

## RECOMMENDATION:

The California Department of Transportation recommends that the Commission approve an allocation of $64,919,000 for the locally-administered Multi-Funded TCEP/STIP Route 132 Expressway, Phase 1 project (PPNO 0994M), on the State Highway System, in Stanislaus County.

## BACKGROUND:

The attached vote list describes one locally-administered Multi-Funded TCEP/ STIP project totaling $64,919,000. The local agency is ready to proceed with this project and is requesting an allocation at this time.

## FINANCIAL RESOLUTION:

Resolved that $64,919,000 be allocated from the Budget Act of 2017 and 2018, Budget Act Items 2660-301-3291, 2660-301-0042, and 2660-301-0890 for the locally-administered Multi-Funded TCEP/STIP projects as described on the attached vote list.

Attachment

**2.5 Highway Financial Matters**

| 2.5s.(11) Locally-Administered - Multi-Funded TCEP/STIP Project | | | | | | | Resolution FP-18-85 |
|---|---|---|---|---|---|---|---|
| Project Number | Allocation Amount | District/PPNO | County Route | Project Title | Fund | Phase | Amount |
| 1 | $64,919,000 | 10-0944M | Stanislaus 132 | Route 132 Expressway, Phase 1 | RIP (KER) | CONST | $3,500,000 |
| | | | | | RIP (STA) | CONST | $40,419,000 |
| | | | | | TCEP-R | CONST | $21,000,000 |

## 2.5 Highway Financial Matters

| Project # / Allocation Amount / Recipient / RTPA/CTC / County / Dist-Co-Rte / Postmile | Project Title / Location / Project Description / Project Support Expenditures | PPNO / Program/Year / Phase / Prgm'd Amount / Project ID / Adv Phase / EA | Budget Year / Item # Fund Type / Program Code | Amount by Fund Type |
|---|---|---|---|---|
| **2.5s.(11)** | **Locally-Administered - Multi-Funded TCEP/STIP Project** | | | **Resolution FP-18-85**<br>**Resolution TCEP-A-1819-13** |
| 1<br>$64,919,000<br><br>City of Modesto<br>StanCOG<br>Stanislaus<br>10-STA-132<br>R~~10.5~~**11.2**/R14.8 | **Route 132 Expressway, Phase 1**. In Modesto, on Route 132 from 0.2 mile east of Stone Avenue to 6th Street, and on Route 99 from I Street to Woodland Avenue. Construct 2-lane expressway and improve Route 132/99 interchange.<br><br>Outputs/Outcomes / Unit / Total<br>Mixed flow lane-mile(s) constructed / Miles / 8.6<br><br>Final Project Development (RIP)<br>Support Estimate: $1,054,000<br>Programmed Amount: $184,000<br>Adjustments: (Debit) $870,000<br><br>Final Right of Way (RIP)<br>Right of Way Estimate: $500,000<br>Programmed Amount: $455,000<br>Adjustments: (<20%) $0<br><br>(CEQA - EIR, Re-validation 03/26/2019)<br>(NEPA - EIS, Re-validation 03/26/2019)<br><br>(Future consideration of funding approved under Resolution E-18-56; May 2018.)<br><br>(Right of Way Certification: 05/26/2019)<br><br>(Contribution from other sources: $57,653,000.) | 10-0944M<br>RIP (KER)/18-19<br>CONST<br>$3,500,000<br><br>RIP (STA)/19-20<br>CONST<br>$40,419,000<br><br>TCEP/18-19<br>CONST<br>$21,000,000<br>1000000424<br>4CONL<br>40350 | 2018-19<br>301-0042 SHA<br>301-0890 FTF<br>20.20.075.600<br><br>2018-19<br>301-0042 SHA<br>301-0890 FTF<br>20.20.075.600<br><br>2017-18<br>301-3291 TCEA<br>20.20.723.200 | $402,000<br>$3,098,000<br>$3,500,000<br><br>$4,637,000<br>$35,782,000<br>$40,419,000<br><br>$21,000,000 |

State of California
**DEPARTMENT OF TRANSPORTATION**

California State Transportation Agency

# MEMORANDUM

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

**CTC Meeting**: June 26-27, 2019

**From**: STEVEN KECK, Chief Financial Officer

**Reference Number**: 2.5w.(1), Action Item

**Prepared By**: Clark Paulsen, Chief
Division of Budgets

**Subject**: **ALLOCATION FOR ACTIVE TRANSPORTATION PROGRAM PROJECTS RESOLUTION FATP-1819-14**

## ISSUE:

Should the California Transportation Commission (Commission) approve an allocation of $68,096,000 for 57 Active Transportation Program (ATP) projects?

## RECOMMENDATION:

The California Department of Transportation recommends that the Commission approve an allocation of $68,096,000 for 57 ATP projects as follows:

2.5w.(1a) - $52,695,000 for 36 ATP projects and
2.5w.(1b) - $15,401,000 for 21 ATP (SB1 Augmentation) projects.

## BACKGROUND:

The attached vote list describes 57 ATP projects totaling $68,096,000. The local agencies are ready to proceed with these projects and are requesting an allocation at this time.

## FINANCIAL RESOLUTION:

Resolved that $68,096,000 be allocated from the Budget Act of 2017 and 2018, Budget Act Items 2660-108-0042, 2660-108-0890 and 2660-108-3290 for 57 ATP projects described on the attached vote list.

Attachment

**2.5 Highway Financial Matters**

| 2.5w.(1a) Active Transportation Program Projects | | | | | | Resolution FATP-1819-14 | |
|---|---|---|---|---|---|---|---|
| Project Number | Allocation Amount | District/PPNO | Project Title | County | Recipient | Phase | Amount |
| 1 | $148,000 | 01-2442A | Van Wycke Bicycle and Pedestrian Connectivity Project | Humboldt | City of Trinidad | PS&E<br>R/W | $73,000<br>$75,000 |
| 2 | $22,000 | 01-2442B | Van Wycke Bicycle and Pedestrian Connectivity Non-Infrastructure Project | Humboldt | City of Trinidad | CONST | $22,000 |
| 3 | $1,177,000 | 01-2443A | K-8 Schools Safe Routes to School Safety Improvement and Community Outreach Project | Humboldt | City of Rio Dell | CONST | $1,177,000 |
| 4 | $36,000 | 01-2443B | K-8 Schools Safe Routes to School Community Outreach Project | Humboldt | City of Rio Dell | CONST | $36,000 |
| 5 | $788,000 | 03-1023A | State Route 99 Bikeway Phase 4 Improvements | Butte | City of Chico | CONST | $788,000 |
| 6 | $1,113,000 | 03-1024A | Ponderosa Elementary Safe Routes to School Project | Butte | Town of Paradise | CONST | $1,113,000 |
| 7 | $90,000 | 03-1024B | Ponderosa Elementary Safe Routes to School Project | Butte | Town of Paradise | CONST | $90,000 |
| 8 | $1,678,000 | 03-1220 | South Tahoe Greenway Shared Use Trail, Phases 1B and 2 | El Dorado | El Dorado County | CONST | $1,678,000 |
| 9 | $1,782,000 | 03-1222 | Upper Broadway Bicycle Lanes | El Dorado | City of Placerville | CONST | $1,782,000 |
| 10 | $1,648,000 | 03-1684 | Power Inn Road Sidewalk Improvements | Sacramento | Sacramento County | CONST | $1,648,000 |
| 11 | $1,012,000 | 03-1687A | Thomas Edison School – Hurley Way Pedestrian Improvements | Sacramento | Sacramento County | CONST | $1,012,000 |
| 12 | $13,000 | 03-1687B | Thomas Edison School – Hurley Way Pedestrian Improvements (Non-Infrastructure) | Sacramento | Sacramento County | CONST | $13,000 |

**2.5 Highway Financial Matters**

| 2.5w.(1a) Active Transportation Program Projects | | | | | | Resolution FATP-1819-14 | |
|---|---|---|---|---|---|---|---|
| Project Number | Allocation Amount | District/PPNO | Project Title | County | Recipient | Phase | Amount |
| 13 | $2,395,000 | 05-2692 | Alvin Drive and Linwood Drive Safe Routes to School Improvements | Monterey | City of Salinas | CONST | $2,395,000 |
| 14 | $1,721,000 | 05-2695 | Old Town Sidewalks Infill | Santa Barbara | City of Goleta | CONST | $1,721,000 |
| 15 | $1,089,000 | 05-2669A | Santa Cruz Citywide Safe Routes to School Crossing Improvement Program | Santa Cruz | City of Santa Cruz | CONST | $1,089,000 |
| 16 | $109,000 | 06-6828 | 10th Avenue Bike and Pedestrian Trail | Fresno | City of Kingsburg | CONST | $109,000 |
| 17 | $205,000 | 06-6831 | Multi-Purpose Trail Project | Fresno | City of San Joaquin | CONST | $205,000 |
| 18 | $392,000 | 06-6850 | Manning Avenue Sidewalk Project | Fresno | City of Parlier | CONST | $392,000 |
| 19 | $684,000 | 06-6841 | Pixely Main Street Improvements | Tulare | Tulare County | CONST | $684,000 |
| 20 | $2,505,000 | 07-5107 | Washington-Culver Pedestrian and Cyclist Safety Project | Los Angeles | Culver City | CONST | $2,505,000 |
| 21 | $3,150,000 | 07-5115 | **Whittier Greenway Trail East Extension Gap Closure** | Los Angeles | City of Whittier | CONST | $3,150,000 |
| 22 | $715,000 | 07-5116 | 10th Street West Road Diet and Bikeway Improvements | Los Angeles | City of Lancaster | CONST | $715,000 |
| 23 | $873,000 | 07-5119 | Pedestrian Gap Closure Improvements | Los Angeles | City of Lancaster | R/W | $873,000 |
| 24 | $1,585,000 | 07-5130 | **Uncontrolled Crosswalk Pedestrian Safety Enhancement Project** | Los Angeles | Huntington Park | CONST | $1,585,000 |
| 25 | $2,319,000 | 07-5133 | Lynwood Community Linkages to Civic Center and Long Beach Boulevard Metro Station | Los Angeles | City of Lynwood | CONST | $2,319,000 |

**2.5 Highway Financial Matters**

| 2.5w.(1a) Active Transportation Program Projects | | | | | | Resolution FATP-1819-14 | |
|---|---|---|---|---|---|---|---|
| Project Number | Allocation Amount | District/PPNO | Project Title | County | Recipient | Phase | Amount |
| 26 | $8,305,000 | 07-5137 | Colorado Boulevard Pedestrian and Bicycle Active Transportation Improvements | Los Angeles | City of Los Angeles | CONST | $8,305,000 |
| 27 | $557,000 | 08-1182 | Etiwanda Corridor Improvements | San Bernardino | City of Rialto | CONST | $557,000 |
| 28 | $943,000 | 09-0671 | Spruce Yaney Hanby Sidewalks | Inyo | City of Bishop | CONST | $943,000 |
| 29 | $2,564,000 | 10-3170 | Miner Avenue Complete Streets - Phase 1 | San Joaquin | City of Stockton | CONST | $2,564,000 |
| 30 | $836,000 | 10-3171 | Safe Routes to School Whitmore Corridor | Stanislaus | City of Ceres | CONST | $836,000 |
| 31 | $2,747,000 | 11-1210 | Euclid and Market Complete Streets project | San Diego | City of San Diego | CONST | $2,747,000 |
| 32 | $1,637,000 | 12-1000A | West Street and Citron Street Sidewalk Gap Closure | Orange | City of Anaheim | CONST | $1,637,000 |
| 33 | $1,472,000 | 12-1002A | First Mile Bicycle and Pedestrian Trail Expansion on the Pacific Electric Railroad Right of Way and Education/ Encouragement Activities | Orange | City of Garden Grove | CONST | $1,472,000 |
| 34 | $871,000 | 12-1005 | Orange County Loop Coyote Creek | Orange | County of Orange | PA&ED | $871,000 |
| 35 | $4,484,000 | 12-1011 | Santa Ana and Fifth Protected Bike Lanes | Orange | City of Santa Ana | CONST | $4,484,000 |
| 36 | $1,030,000 | 12-1014 | Lincoln Pedestrian Pathway Connectivity | Orange | City of Santa Ana | CONST | $1,030,000 |

**2.5 Highway Financial Matters**

| 2.5w.(1b) Active Transportation Program Projects- SB 1 Augmentation) | | | | | | Resolution FATP-1819-14 | |
|---|---|---|---|---|---|---|---|
| Project Number | Allocation Amount | District/PPNO | Project Title | County | Recipient | Phase | Amount |
| 1 | $52,000 | 01-2504A | McKinleyville Safe Routes to School Program | Humboldt | Humboldt County | PS&E<br>R/W | $40,000<br>$12,000 |
| 2 | $1,386,000 | 03-1225 | Upper Broadway Pedestrian Connection Project | El Dorado | City of Placerville | CONST | $1,386,000 |
| 3 | $13,000 | 03-1528 | Placer County West Shore Highway Crossing Improvements | Placer | Placer County | R/W | $13,000 |
| 4 | $1,679,000 | 03-1770 | Cordova Park Safe Routes to School Project | Sacramento | City of Rancho Cordova | CONST | $1,679,000 |
| 5 | $345,000 | 04-2326 | Central Marin Regional Pathways Gap Closure | Marin | Town of Corte Madera | PS&E | $345,000 |
| 6 | $62,000 | 05-2818A | Lincoln Street Safety Improvements | Santa Cruz | City of Watsonville | PS&E | $62,000 |
| 7 | $715,000 | 06-6902 | Downtown Fresno Courthouse Park Interconnectivity Project | Fresno | City of Fresno | CONST | $715,000 |
| 8 | $335,000 | 06-6936 | Kern Avenue Elementary Safe Routes to School Connectivity | Kern | City of Mcfarland | CONST | $335,000 |
| 9 | $426,000 | 06-6920 | Farmersville Safe Routes to School East Walnut Avenue | Tulare | City of Farmersville | CONST | $426,000 |
| 10 | $400,000 | 07-5428A | **Puente Creek Bikeway** | Los Angeles | Los Angeles County | PS&E | $400,000 |
| 11 | $168,000 | 07-5452 | Glendora Urban Trail and Greenway Network | Los Angeles | City of Glendora | PS&E | $168,000 |
| 12 | $320,000 | 07-5461 | SCAG 2017 Active Transportation Safety and Encouragement Campaign Phase 2 | Various | Southern California Association of Governments | CONST | $320,000 |

**2.5 Highway Financial Matters**

| 2.5w.(1b) Active Transportation Program Projects- SB 1 Augmentation) | | | | | | | Resolution FATP-1819-14 |
|---|---|---|---|---|---|---|---|
| Project Number | Allocation Amount | District/PPNO | Project Title | County | Recipient | Phase | Amount |
| 13 | $684,000 | 08-1221 | Clark Street Safe Routes to School Sidewalk and Intersection Safety Improvements | Riverside | Riverside County Transportation Department | CONST | $684,000 |
| 14 | $1,510,000 | 09-2650 | Boron and Desert Lake Pedestrian Path | Kern | Kern County | CONST | $1,510,000 |
| 15 | $3,816,000 | 10-3265 | Miner Avenue Complete Streets | San Joaquin | City of Stockton | CONST | $3,816,000 |
| 16 | $198,000 | 10-3269 | RTD's Bike and Bus Transportation Project | San Joaquin | San Joaquin Regional Transit District | CONST | $198,000 |
| 17 | $1,272,000 | 10-3270 | Safe Routes to School ADA Pedestrian Improvements, Various Locations | Stanislaus | City of Turlock | CONST | $1,272,000 |
| 18 | $125,000 | 11-1324 | Rock Springs Road Safe Routes to School Sidewalks and Bike Lanes | San Diego | San Diego County | R/W | $125,000 |
| 19 | $530,000 | 12-2188 | City of Santa Ana - First Street Pedestrian Improvements | Orange | City of Santa Ana | PS&E | $530,000 |
| 20 | $465,000 | 12-2189 | City of Santa Ana - West Willits Street Protected Bicycle Lanes | Orange | City of Santa Ana | PS&E | $465,000 |
| 21 | $900,000 | 12-2190 | Safe Routes to School - Davis Elementary ADA Compliance | Orange | City of Santa Ana | PS&E | $900,000 |

## 2.5 Highway Financial Matters

| Project # / Allocation Amount / Recipient / RTPA/CTC / District-County | Project Title / Location / Project Description | PPNO / Program/Year / Phase / Prgm'd Amount / Project ID / Adv. Phase | Budget Year / Item # / Fund Type / Program Code | Amount by Fund Type |
|---|---|---|---|---|
| **2.5w.(1a)** | **Active Transportation Program Projects** | | | **Resolution FATP-1819-14** |
| 1<br>$148,000<br><br>City of Trinidad<br>HCAOG<br>01-Humboldt | **Van Wycke Bicycle and Pedestrian Connectivity Project**. Install 8-foot wide paved bicycle path/trail, concrete sidewalks and curbs, detectable warning surfaces, gravel pedestrian trail, split rail fencing, crosswalk, striping, and directional and interpretive signs to create a safe pedestrian and bicycle route.<br><br>Statewide<br><br>Outcome/Output: Create safe and continuous non-motorized pedestrian and bicycle infrastructure throughout the project area.<br><br>(CEQA - MND, 04/17/2019.)<br><br>(Concurrent consideration of funding under Resolution: E-19-59, June 2019.)<br><br>(PPNO 2442A is the Infrastructure component to PPNO 2442B)<br><br>(Time extensions for FY 17-18 PS&E and RW expire on 06/30/2019). | 01-2442A<br>ATP/17-18<br>PS&E<br>$73,000<br>R/W<br>$75,000<br>0116000083<br>S | 2017-18<br>108-0042<br>SHA<br><br>108-0042<br>SHA<br>20.30.720.100 | $73,000<br><br>$75,000 |
| 2<br>$22,000<br><br>City of Trinidad<br>HCAOG<br>01-Humboldt | **Van Wycke Bicycle and Pedestrian Connectivity Non-Infrastructure Project**. Conduct bicycle and safety education, produce citywide trail maps, inform public about using active modes of transportation and non-motorized routes.<br><br>Statewide<br><br>Outcome/Output: Active Transportation information booth at Trinidad Fish Festival, Trinidad Bicycle and Pedestrian Route Map; and Bike Rodeo.<br><br>(CEQA - CE, 04/29/2019)<br><br>(PPNO 2442B is the Non-Infrastructure component to PPNO 2442A) | 01-2442B<br>ATP/18-19<br>CONST<br>$22,000<br>0117000048<br>S | 2018-19<br>108-0042<br>SHA<br>20.30.720.100 | $22,000 |

## 2.5 Highway Financial Matters

| Project # / Allocation Amount / Recipient / RTPA/CTC / District-County | Project Title / Location / Project Description | PPNO / Program/Year / Phase / Prgm'd Amount / Project ID / Adv. Phase | Budget Year / Item # / Fund Type / Program Code | Amount by Fund Type |
|---|---|---|---|---|
| **2.5w.(1a)** | **Active Transportation Program Projects** | | | **Resolution FATP-1819-14** |
| 3<br>$1,177,000<br><br>City of Rio Dell<br>HCAOG<br>01-Humboldt | **K-8 Schools Safe Routes to School Safety Improvement and Community Outreach Project**. Install curb ramps, buffered bike lanes, striping, sidewalk and crosswalk improvements and modifications to calm traffic.<br><br>Statewide<br><br>Outcome/Output: Create safe non-motorized, pedestrian, and bicycle infrastructure throughout the project area.<br><br>(CEQA - CE, 04/05/2017.)<br><br>(Right of Way Certification; 05/29/2019)<br><br>(PPNO 01-2443A is the Infrastructure component to PPNO 01-2443B) | 01-2443A<br>ATP/18-19<br>CONST<br>$1,177,000<br>0116000084<br>S | 2018-19<br>108-0042<br>SHA<br>20.30.720.100 | $1,177,000 |
| 4<br>$36,000<br><br>City of Rio Dell<br>HCAOG<br>01-Humboldt | **K-8 Schools Safe Routes to School Community Outreach Project**. Implement a program to educate students about active transportation and safety.<br><br>Statewide<br><br>Outcome/Output: Educational program for students.<br><br>(CEQA - CE, 04/05/2017.)<br><br>(PPNO 01-2443B is the Non-Infrastructure component to PPNO 01-2443A) | 01-2443B<br>ATP/18-19<br>CONST<br>$36,000<br>0117000049<br>S | 2017-18<br>108-0042<br>SHA<br>20.30.720.100 | $36,000 |
| 5<br>$788,000<br><br>City of Chico<br>BCAG<br>03-Butte | **State Route 99 Bikeway Phase 4 Improvements**. From Business Lane along the east side of the State Route 99 corridor to the Skyway northbound on-ramp. Construct Class I Bikeway for gap closure.<br><br>Small Urban and Rural<br><br>Outcome/Output: This project will provide a critical gap closure in the City's Bikeway 99 network, offering a safe north/south connection to Butte College, Chico Mall, and the greater commercial area.<br><br>(CEQA - MND, 10/15/2009.)<br>(NEPA - CE, 09/28/2017)<br><br>(Future consideration of funding approved under Resolution E-19-44; May 2019.)<br><br>Right of Way Certification: 05/01/2019<br><br>(Time Extension for FY 17-18 CONST expires on 06/30/2019.)<br><br>(Contribution from other sources: $1,055,000.) | 03-1023A<br>ATP/17-18<br>CONST<br>$788,000<br>0316000098<br>S | 2017-18<br>108-0890<br>FTF<br>20.30.720.100 | $788,000 |

## 2.5 Highway Financial Matters

| Project # / Allocation Amount / Recipient / RTPA/CTC / District-County | Project Title / Location / Project Description | PPNO / Program/Year / Phase / Prgm'd Amount / Project ID / Adv. Phase | Budget Year / Item # / Fund Type / Program Code | Amount by Fund Type |
|---|---|---|---|---|
| **2.5w.(1a)** | **Active Transportation Program Projects** | | | **Resolution FATP-1819-14** |
| 6<br>$1,113,000<br><br>Town of Paradise<br>BCAG<br>03-Butte | **Ponderosa Elementary Safe Routes to School Project**. Construct a 10 foot Class I Mixed-Use Pathway along Pentz Road between Bille Road and Wagstaff Road on the west side of the roadway. Install enhanced crosswalks with pedestrian-activated Rectangular Rapid Flashing Beacons at strategic locations to serve the east side of the roadway.<br><br>Small Urban and Rural<br><br>Outcome/Output: Provide safer walking and bicycling access in the project area and increase non-motorized transportation.<br><br>(CEQA - CE, 08/29/2016.)<br><br>Right of Way Certification: 02/22/2019<br><br>(PPNO 1024A is the Infrastructure component to PPNO 1024B.)<br><br>(Contribution from other sources: $178,000.) | 03-1024A<br>ATP/18-19<br>CONST<br>$1,113,000<br>0316000099<br>S | 2018-19<br>108-0042<br>SHA<br>20.30.720.100 | $1,113,000 |
| 7<br>$90,000<br><br>Town of Paradise<br>BCAG<br>03-Butte | **Ponderosa Elementary Safe Routes to School Project**. Perform education, outreach and enforcement activities to compliment the infrastructure improvements.<br><br>Small Urban and Rural<br><br>Outcome/Output: Provide education, outreach and enforcement to contribute to safer walking and bicycling access in the project area and increase non-motorized transportation.<br><br>(CEQA - CE, 08/29/2016.)<br><br>(PPNO 1024B is the Non-Infrastructure component to PPNO 1024A.)<br><br>(Contribution from other sources: $14,000.) | 03-1024B<br>ATP/18-19<br>CONST<br>$90,000<br>0316000099<br>S | 2017-18<br>108-0042<br>SHA<br>20.30.720.100 | $90,000 |

## 2.5 Highway Financial Matters

| Project # / Allocation Amount / Recipient / RTPA/CTC / District-County | Project Title / Location / Project Description | PPNO / Program/Year / Phase / Prgm'd Amount / Project ID / Adv. Phase | Budget Year / Item # / Fund Type / Program Code | Amount by Fund Type |
|---|---|---|---|---|
| **2.5w.(1a)** | **Active Transportation Program Projects** | | | **Resolution FATP-1819-14** |
| 8<br>$1,678,000<br><br>El Dorado County<br>TMPO<br>03-El Dorado | **South Tahoe Greenway Shared Use Trail, Phases 1B and 2**. In South Lake Tahoe, CA. Phase 1B: Connect to Phase 1A trail at Glenwood Way near the intersection of Becka Drive to the existing trail near Al Tahoe Boulevard south of College Way. Phase 2: Existing trail east of Trout Creek to Sierra Boulevard near Barbara Avenue. Construct 1 mile of trail.<br><br>Statewide<br><br>Outcome/Output: The shared-use path maximizes safety, enhance user experience, provides opportunities for recreation and non-motorized transportation between residential areas and points of interest and offers an understanding of the natural resources of the Lake Tahoe Basin.<br><br>(CEQA - MND, 03/15/2018.)<br>(NEPA - CE, 02/21/2018)<br><br>(Future consideration of funding approved under Resolution E-18-46; May 2018.)<br><br>Right of Way Certification: 5/29/2019<br><br>(Contribution from other sources: $1,959,000.) | 03-1220<br>ATP/18-19<br>CONST<br>$1,678,000<br>0319000056<br>S | 2017-18<br>108-0890<br>FTF<br>20.30.720.100 | $1,678,000 |
| 9<br>$1,782,000<br><br>City of Placerville<br>EDLTC<br>03-El Dorado | **Upper Broadway Bicycle Lanes**. In El Dorado County, in the City of Placerville, along Broadway between Schnell School Road and Jacquier Road. Construct bicycle lanes, with minor signing and striping, to connect to the El Dorado Trail at each end.<br><br>MPO<br><br>Outcome/Output: The project increases active transportation and multi-modal travel by providing bike lanes, sidewalk, transit facilities, and enhanced roadway shoulders. The improvements provide all users with safe and efficient access to critical services, transit and commerce.<br><br>(CEQA - MND, 04/10/2018.)<br>(NEPA - CE, 04/16/2018)<br><br>(Future consideration of funding approved under Resolution E-18-47; May 2018.)<br><br>Right of Way Certification: 04/26/2019<br><br>(Time Extension for FY 17-18 CONST expires on 06/30/2019.)<br><br>(Contribution from other sources: $250,000.) | 03-1222<br>ATP/17-18<br>CONST<br>$1,782,000<br>0316000159<br>S | 2017-18<br>108-0890<br>FTF<br>20.30.720.100 | $1,782,000 |

## 2.5 Highway Financial Matters

| Project # / Allocation Amount / Recipient / RTPA/CTC / District-County | Project Title / Location / Project Description | PPNO / Program/Year / Phase / Prgm'd Amount / Project ID / Adv. Phase | Budget Year / Item # / Fund Type / Program Code | Amount by Fund Type |
|---|---|---|---|---|
| **2.5w.(1a)** | **Active Transportation Program Projects** | | | **Resolution FATP-1819-14** |
| 10<br>$1,648,000<br><br>Sacramento County<br>SACOG<br>03-Sacramento | **Power Inn Road Sidewalk Improvements**. On Power Inn Road from approximately 450 feet south of Loucreta Drive to Florin Road. Construct continuous sidewalks and bike lanes.<br><br>Statewide<br><br>Outcome/Output: Improve safe access for children and residents to nearby schools and surrounding commercial services and reduce number of accidents.<br><br>(CEQA - MND, 11/14/2017.)<br>(NEPA - CE, 12/01/2017)<br><br>(Future consideration of funding approved under Resolution E-18-13; January 2018.)<br><br>Right of Way Certification: 05/07/2019 | 03-1684<br>ATP/18-19<br>CONST<br>$1,648,000<br>0316000104<br>S | 2017-18<br>108-0890<br>FTF<br>20.30.720.100 | $1,648,000 |
| 11<br>$1,012,000<br><br>Sacramento County<br>SACOG<br>03-Sacramento | **Thomas Edison School – Hurley Way Pedestrian Improvements**. On Hurley Way, between Fulton Avenue and Morse Avenue. Install sidewalk infill, curb, gutter, drainage inlets, curb ramps and pedestrian lighting.<br><br>MPO<br><br>Outcome/Output: Increase pedestrian and bicycle accessibility to the school.<br><br>(CEQA - CE, 06/06/2017)<br><br>(Right of Way Certification: 11/08/2017)<br><br>(PPNO 1687A is the Infrastructure component to PPNO 1687B) | 03-1687A<br>ATP/18-19<br>CONST<br>$1,012,000<br>0316000156<br>S | 2017-18<br>108-0042<br>SHA<br>20.30.720.100 | $1,012,000 |
| 12<br>$13,000<br><br>Sacramento County<br>SACOG<br>03-Sacramento | **Thomas Edison School – Hurley Way Pedestrian Improvements (Non-Infrastructure)**. Walking and biking educational programs, helmet sizing, rules of the road and related activities.<br><br>MPO<br><br>Outcome/Output: Increase pedestrian and bicycle accessibility to the school.<br><br>(CEQA - CE, 06/06/2017.)<br><br>(PPNO 1687B is the Non-Infrastructure component to PPNO 1687A) | 03-1687B<br>ATP/18-19<br>CONST<br>$13,000<br>0316000156<br>S | 2018-19<br>108-0042<br>SHA<br>20.30.720.100 | $13,000 |

## 2.5 Highway Financial Matters

| Project # / Allocation Amount / Recipient / RTPA/CTC / District-County | Project Title / Location / Project Description | PPNO / Program/Year / Phase / Prgm'd Amount / Project ID / Adv. Phase | Budget Year / Item # / Fund Type / Program Code | Amount by Fund Type |
|---|---|---|---|---|
| **2.5w.(1a)** | **Active Transportation Program Projects** | | | **Resolution FATP-1819-14** |
| 13<br>$2,395,000<br><br>City of Salinas<br>TAMC<br>05-Monterey | **Alvin Drive and Linwood Drive Safe Routes to School Improvements**. The project is located within Salinas city limits along Alvin Drive, Linwood Drive, Chaparral Drive, and Maryal Drive, fronting North Salinas High, Natividad Elementary, El Gabilan Elementary, and Madonna del Sasso Schools. Iimproves and adds bicycle and pedestrian facilities with the implementation of road diets, buffered bike lanes and sharrows, and pedestrian crossing and ramp enhancements.<br><br>Statewide<br><br>Outcome/Output: Increase pedestrian and bicyclist use. Reduce pedestrian and bicycle - vehicle collisions. Improve sight distance and visibility. Reduce traffic volumes and speeds.<br><br>(CEQA - NOE-CE, 12/27/2016.)<br>(NEPA - CE, 02/17/2017; Revalidation 3/12/2019)<br><br>(Right of Way Certification: 03/18/2019.) | 05-2692<br>ATP/18-19<br>CONST<br>$2,395,000<br>0516000159<br>S | 2017-18<br>108-0890<br>FTF<br>20.30.720.100 | $2,395,000 |
| 14<br>$1,721,000<br><br>City of Goleta<br>SBCAG<br>05-Santa Barbara | **Old Town Sidewalks Infill**. The project will design and construct sidewalk infill for the residential areas of Old Town Goleta.<br><br>Statewide<br><br>Outcome/Output: The output of the project will remove pedestrian access barriers and improve walkability for connections to business and alternative modes of transportation.<br><br>(CEQA - MND, 11/9/2017.)<br><br>(Future consideration of funding approved under Resolution E-18-09; January 2018.)<br><br>Right of Way Certification: 04/29/2019 | 05-2695<br>ATP/18-19<br>CONST<br>$1,721,000<br>0516000100<br>S | 2018-19<br>108-0042<br>SHA<br>20.30.720.100 | $1,721,000 |

## 2.5 Highway Financial Matters

| Project # / Allocation Amount / Recipient / RTPA/CTC / District-County | Project Title / Location / Project Description | PPNO / Program/Year / Phase / Prgm'd Amount / Project ID / Adv. Phase | Budget Year / Item # / Fund Type / Program Code | Amount by Fund Type |
|---|---|---|---|---|
| **2.5w.(1a)** | **Active Transportation Program Projects** | | | **Resolution FATP-1819-14** |
| 15<br>$1,089,000<br><br>City of Santa Cruz<br>SCCRTC<br>05-Santa Cruz | **Santa Cruz Citywide Safe Routes to School Crossing Improvement Program**. Various locations near schools in the City of Santa Cruz. Combination infrastructure and noninfrastructure SRTS project to install infrastructure improvements at intersections surrounding Santa Cruz City Schools and support related non-infrastructure education and encouragement programming.<br><br>Small Urban and Rural<br><br>Outcome/Output: Improvements will result in improved safety, reduced vehicle speed, easier access, and enhanced visibility.<br><br>(CEQA - CE, 04/06/2017.)<br>(NEPA - CE, 05/01/2017; Revalidation 06/05/2018)<br><br>(Right of Way Certification: 04/04/2019)<br><br>(PPNO 05-2669A is the infrastructure component to PPNO 05-2669B.) | 05-2669A<br>ATP/18-19<br>CONST<br>$1,089,000<br>0516000107<br>S | 2017-18<br>108-0890<br>FTF<br>20.30.720.100 | $1,089,000 |
| 16<br>$109,000<br><br>City of Kingsburg<br>FCOG<br>06-Fresno | **10th Avenue Bike and Pedestrian Trail**. 10th Avenue from Stroud Avenue to south of Skansen Street. A 10 foot wide, two way, Class I bike and pedestrian trail on east side and a 5 feet wide pedestrian trail on west side.<br><br>MPO<br><br>Outcome/Output: Project will increase bike and pedestrian use of the corridor by 18% and increase pedestrian safety, mobility, and accessibility.<br><br>(CEQA - NOE, 03/10/2017.)<br><br>(Right of Way Certification: 04/09/2019.) | 06-6828<br>ATP/18-19<br>CONST<br>$109,000<br>0617000125<br>S | 2017-18<br>108-0042<br>SHA<br>20.30.720.100 | $109,000 |

## 2.5 Highway Financial Matters

| Project # / Allocation Amount / Recipient / RTPA/CTC / District-County | Project Title / Location / Project Description | PPNO / Program/Year / Phase / Prgm'd Amount / Project ID / Adv. Phase | Budget Year / Item # / Fund Type / Program Code | Amount by Fund Type |
|---|---|---|---|---|
| **2.5w.(1a)** | **Active Transportation Program Projects** | | | **Resolution FATP-1819-14** |
| 17<br>$205,000<br><br>City of San Joaquin<br>FCOG<br>06-Fresno | **Multi-Purpose Trail Project**. The multi-purpose trail would connect to the City's existing trail corridors on various streets in the City of San Joaquin. This project would complete the City's perimeter trail system per the 2012 City of San Joaquin Mobility and Revitalization Plan. Construct a 10 foot wide asphalt concrete multi-purpose Class I trail for pedestrians and bicyclists including curb ramps, bollards, pavement striping and markings, signage, lighting, benches, exercise stations, bike racks, and shaded trees.<br><br>MPO<br><br>Outcome/Output: Complete the City's perimeter trail system and draw new pedestrian and bike traffic.<br><br>(CEQA - NOE, 04/26/2017.)<br><br>Right of Way Certification: 04/01/2019.<br><br>Time extension for FY 17-18 CONST expires on 6/30/2019. | 06-6831<br>ATP/17-18<br>CONST<br>$205,000<br>0617000261<br>S | 2018-19<br>108-0042<br>SHA<br>20.30.720.100 | $205,000 |
| 18<br>$392,000<br><br>City of Parlier<br>FCOG<br>06-Fresno | **Manning Avenue Sidewalk Project**. The project is located in the City of Parlier along the north side of Manning Avenue from Madsen Avenue to 1300 feet west. Construction of sidewalk and the addition of a painted bike lane along the north side of Manning Avenue.<br><br>Statewide<br><br>Outcome/Output: Increased walking and biking and increased pedestrian safety.<br><br>(CEQA - NOE, 05/18/2017.)<br><br>(Right of Way Certification: 05/16/2019. ) | 06-6850<br>ATP/18-19<br>CONST<br>$392,000<br>0617000220<br>S | 2018-19<br>108-0042<br>SHA<br>20.30.720.100 | $392,000 |
| 19<br>$684,000<br><br>Tulare County<br>TCAG<br>06-Tulare | **Pixely Main Street Improvements** . Main Street between Court Street and Terra Bella Street. Construct sidewalks, curb and gutter, asphalt pave-outs; Install ADA curb ramps, bike lane, drainage facilities, signs and markings.<br><br>Statewide<br><br>Outcome/Output: Pedestrian infrastructure and bike lane delineation.<br><br>(CEQA - NOE, 06/05/2017.)<br><br>(Right of Way Certification; 05/24/2019.) | 06-6841<br>ATP/18-19<br>CONST<br>$684,000<br>0617000078<br>S | 2017-18<br>108-0042<br>SHA<br>20.30.720.100 | $684,000 |

## 2.5 Highway Financial Matters

| Project # / Allocation Amount / Recipient / RTPA/CTC / District-County | Project Title / Location / Project Description | PPNO / Program/Year / Phase / Prgm'd Amount / Project ID / Adv. Phase | Budget Year / Item # / Fund Type / Program Code | Amount by Fund Type |
|---|---|---|---|---|
| **2.5w.(1a)** | **Active Transportation Program Projects** | | | **Resolution FATP-1819-14** |
| 20<br>$2,505,000<br><br>Culver City<br>LACMTA<br>07-Los Angeles | **Washington-Culver Pedestrian and Cyclist Safety Project**. Pedestrian and Cyclist safety improvements along Washington Boulevard, Matteson Avenue, Girard Avenue and Elenda Street near La Ballona Elementary School which includes curb extensions, new controlled intersections, and protected cycle tracks.<br><br>Statewide<br><br>Outcome/Output: Construct protected bike lanes and pedestrian crossing improvement.<br><br>(CEQA - CE, 11/01/2016.)<br>(NEPA - CE, 05/03/2019.)<br><br>(Right of Way Certification: 05/17/2019.)<br><br>(Time extension for FY 17-18 CONST expires on 06/30/2019.) | 07-5107<br>ATP/17-18<br>CONST<br>$2,505,000<br>0717000005<br>S | 2017-18<br>108-0890<br>FTF<br>20.30.720.100 | $2,505,000 |
| 21<br>$3,150,000<br><br>City of Whittier<br>LACMTA<br>07-Los Angeles | **Whittier Greenway Trail East Extension Gap Closure**. Acquisition of final 0.5 mile and construction/completion of final 2.8 miles of the 7.3 Whittier Greenway Trail, a Class I bicycle and pedestrian trail along southern boundary of Whittier, connecting LA & Orange County.<br><br>Statewide<br><br>Outcome/Output: Acquisition, design and construction of the Whittier Greenway Trail East Extension Gap Closure project along the Union Pacific Railroad Right of Way adjacent to Lambert Road from Leffingwell to the east city limit.<br><br>(CEQA - NOE, 11/23/2015.)<br>(NEPA - CE, 12/21/2018.)<br><br>(Right of Way Certification: 04/18/2019.)<br><br>(Time Extension for FY 17-18 CONST expires on 06/30/2019.) | 07-5115<br>ATP/17-18<br>CONST<br>$3,150,000<br>0716000397<br>S | 2017-18<br>108-0890<br>FTF<br>20.30.720.100 | $3,150,000 |

## 2.5 Highway Financial Matters

| Project # / Allocation Amount / Recipient / RTPA/CTC / District-County | Project Title / Location / Project Description | PPNO / Program/Year / Phase / Prgm'd Amount / Project ID / Adv. Phase | Budget Year / Item # / Fund Type / Program Code | Amount by Fund Type |
|---|---|---|---|---|
| **2.5w.(1a)** | **Active Transportation Program Projects** | | | **Resolution FATP-1819-14** |
| 22<br>$715,000<br><br>City of Lancaster<br>LACMTA<br>07-Los Angeles | **10th Street West Road Diet and Bikeway Improvements**. Install a complete street on 10th Street West through comprehensive bicycle and pedestrian improvement, remove vehicular traffic lanes, and add 1.5 miles of bike lanes and increase safety.<br><br>Statewide<br><br>Outcome/Output: To promote active transportation and implement a complete street by removing one lane of travel in each direction, install 1.5 miles of bike lanes, ADA ramps and bus stops to increase safety.<br><br>(CEQA - NOE-CE, 9/12/2016.)<br>(NEPA - CE, 4/25/19)<br><br>(RW Certification: 04/15/19)<br><br>(Time Extension for FY 17-18 CONST expires on 06/30/2019) | 07-5116<br>ATP/17-18<br>CONST<br>$715,000<br>0717000131<br>S | 2017-18<br>108-0890<br>FTF<br>20.30.720.100 | $715,000 |
| 23<br>$873,000<br><br>City of Lancaster<br>LACMTA<br>07-Los Angeles | **Pedestrian Gap Closure Improvements**. Construction of curb, gutter, and sidewalk improvements to close the gap in existing improvements.<br><br>Statewide<br><br>Outcome/Output: By closing the gap between existing improvements, it is anticiapated that there will be a 20% increase in active transportation users.<br><br>(CEQA - CE, 06/05/2017.)<br>(NEPA - CE, 11/02/2018.)<br><br>(Time extension for FY 17-18 R/W will expire on 02/29/2020.) | 07-5119<br>ATP/17-18<br>R/W<br>$873,000<br>0717000197<br>S | 2017-18<br>108-0890<br>FTF<br>20.30.720.100 | $873,000 |
| 24<br>$1,585,000<br><br>Huntington Park<br>LACMTA<br>07-Los Angeles | **Uncontrolled Crosswalk Pedestrian Safety Enhancement Project**. The project will be installing safety enhancements for pedestrians or eliminate hazardous conditions.<br><br>MPO<br><br>Outcome/Output: The project will improve pedestrian safety near schools within the City of Huntington Park. These improvements will help reduce the high number of traffic collisions involving both bicyclists and pedestrians, improve safety for children walking and bicycling to schools, and promote increased physical activity as a means of addressing the city's public health issues.<br><br>(CEQA - NOE, 10/06/2016.)<br>(NEPA - CE, 09/18/2017.)<br><br>(Right of Way Certification: 05/17/2019.)<br><br>(Time extension for FY 17-18 CON expires on 06/30/2019.) | 07-5130<br>ATP/17-18<br>CONST<br>$1,585,000<br>0717000132<br>S | 2017-18<br>108-0890<br>FTF<br>20.30.720.100 | $1,585,000 |

## 2.5 Highway Financial Matters

| Project # / Allocation Amount / Recipient / RTPA/CTC / District-County | Project Title / Location / Project Description | PPNO / Program/Year / Phase / Prgm'd Amount / Project ID / Adv. Phase | Budget Year / Item # / Fund Type / Program Code | Amount by Fund Type |
|---|---|---|---|---|
| **2.5w.(1a)** | **Active Transportation Program Projects** | | | **Resolution FATP-1819-14** |
| 25<br>$2,319,000<br><br>City of Lynwood<br>LACMTA<br>07-Los Angeles | **Lynwood Community Linkages to Civic Center and Long Beach Boulevard Metro Station**. Repair/construction of ADA sidewalks and ramps, curb extensions, bulb-outs, LED enhanced zebra stripe crosswalks and advance stop bars, pedestrian lighting, and other pedestrian improvements.<br><br>MPO<br><br>Outcome/Output: Construct pedestrian improvements, promote pedestrian activity, and provide pedestrian safety.<br><br>(CEQA - CE, 1/14/2019.)<br>(NEPA - CE, 1/30/2019.)<br><br>(Right of Way Certification: 04/19/2019.)<br><br>(Time extension for the CONST expires on 06/30/2019.) | 07-5133<br>ATP/17-18<br>CONST<br>$2,319,000<br>0719000163<br>S | 2017-18<br>108-0890<br>FTF<br>20.30.720.100 | $2,319,000 |
| 26<br>$8,305,000<br><br>City of Los Angeles<br>LACMTA<br>07-Los Angeles | **Colorado Boulevard Pedestrian and Bicycle Active Transportation Improvements**. Improved conditions for those who walk or bicycle in the Eagle Rock neighborhood of the City of Los Angeles including curb extensions, refuge median islands, sidewalk improvements, street furniture, pedestrian lighting, and bicycle lane improvements.<br><br>MPO<br><br>Outcome/Output: The project will provide safer pedestrian and bike conditions in Los Angeles Eagle Rock neigborhood, a key pedestrian, bicycle and transit corridor.<br><br>(CEQA - NOE-CE, 04/17/2019.)<br>(NEPA - CE, 01/17/2019.)<br><br>(Right of Way Certification: 04/11/2019.) | 07-5137<br>ATP/18-19<br>CONST<br>$8,305,000<br>0716000386<br>S | 2017-18<br>108-0890<br>FTF<br>20.30.720.100 | $8,305,000 |
| 27<br>$557,000<br><br>City of Rialto<br>SBCTA<br>08-San Bernardino | **Etiwanda Corridor Improvements**. The project will install bike lanes, bicycle detection, ADA compliant pedestrian push buttons, high visibility crosswalks, rapid rectangular flashing beacons, new sidewalk, repaint existing crosswalks, and upgrade existing curb ramps along Etiwanda Avenue, Baseline Road, Maple Avenue, Spruce Avenue, Riverside Avenue, and Pepper Avenue.<br><br>Statewide<br><br>Outcome/Output: The project will promote bicycling and walking to nine schools and other destinations along the project limits by connecting to other bicycle routes and improving safety with a continuous ADA-compliant walkway to reduce greenhouse gas emissions.<br><br>(CEQA - NOE, 06/21/2018.)<br><br>(Right of Way Certification: 03/26/2019.) | 08-1182<br>ATP/18-19<br>CONST<br>$557,000<br>0817000019<br>S | 2017-18<br>108-0042<br>SHA<br>20.30.720.100 | $557,000 |

## 2.5 Highway Financial Matters

| Project # / Allocation Amount / Recipient / RTPA/CTC / District-County | Project Title / Location / Project Description | PPNO / Program/Year / Phase / Prgm'd Amount / Project ID / Adv. Phase | Budget Year / Item # / Fund Type / Program Code | Amount by Fund Type |
|---|---|---|---|---|
| **2.5w.(1a)** | **Active Transportation Program Projects** | | | **Resolution FATP-1819-14** |
| 28<br>$943,000<br><br>City of Bishop<br>ICLTC<br>09-Inyo | **Spruce Yaney Hanby Sidewalks**. Construct sidewalk, curb, and gutter, and striping for Class II bicycle lanes on Spruce, Yaney, and Hanby Streets in the City of Bishop.<br><br>Small Urban and Rural<br><br>Outcome/Output: Project will construct sidewalk and bike lanes to remove gaps in the pedestrian and bicycle transportation network and increase pedestrian safety, mobility, and accessibility.<br><br>(CEQA - ND, 05/22/2017.)<br><br>(Right of Way Certification: 04/29/2019.)<br><br>(Concurrent consideration of funding to be approved under Resolution: E-19-64, June 2019. | 09-0671<br>ATP/18-19<br>CONST<br>$943,000<br>0916000029<br>S | 2018-19<br>108-0042<br>SHA<br>20.30.720.100 | $943,000 |
| 29<br>$2,564,000<br><br>City of Stockton<br>SJCOG<br>10-San Joaquin | **Miner Avenue Complete Streets - Phase 1**. Miner Avenue from Center Street to Sutter Street. Convert a four-way vehicle travel lane to two-way vehicle travel lane, add bicycle lanes, and improve deficient sidewalks.<br><br>MPO<br><br>Outcome/Output: The project will increase non-motorized use as Miner Avenue is within a growing downtown area. Vehicle speeds will be reduced, sidewalks will connect to local businesses and the downtown area, and there will be an increase of non-motorized travel improving public health.<br><br>(CEQA - MND, 02/22/2017.)<br>(NEPA - CE, 12/26/2017)<br><br>(Future consideration of funding approved under Resolution E-18-27; March 2018.)<br><br>(Right of Way Certification: 05/01/2019.)<br><br>(Time extension for FY 17-18 CONST expires on 06/30/2019) | 10-3170<br>ATP/17-18<br>CONST<br>$2,564,000<br>1017000111<br>S | 2017-18<br>108-0890<br>FTF<br>20.30.720.100 | $2,564,000 |

## 2.5 Highway Financial Matters

| Project # / Allocation Amount / Recipient / RTPA/CTC / District-County | Project Title / Location / Project Description | PPNO / Program/Year / Phase / Prgm'd Amount / Project ID / Adv. Phase | Budget Year / Item # / Fund Type / Program Code | Amount by Fund Type |
|---|---|---|---|---|
| **2.5w.(1a)** | **Active Transportation Program Projects** | | | **Resolution FATP-1819-14** |
| 30<br>$836,000<br><br>City of Ceres<br>StanCOG<br>10-Stanislaus | **Safe Routes to School Whitmore Corridor**. On Whitmore Avenue from Mitchell Road to Faith Home Road. Eliminate sidewalk gaps, construct curb ramps, pedestrian signalization, improve crossings and signage, addition of Class II bike lanes and install radar speed display signs.<br><br>MPO<br><br>Outcome/Output: Infill of sidewalks gaps and Class II bike lanes to increase connectivity and provide safe dedicated routes for students and families attending neighborhood school.<br><br>(CEQA - ND, 06/27/2018.)<br><br>(Future consideration of funding approved under Resolution E-18-68; June 2018.)<br><br>(Right of Way Certification: 04/01/2019.)<br><br>(Contribution from other sources: $265,425.) | 10-3171<br>ATP/18-19<br>CONST<br>$836,000<br>101800095<br>S | 2018-19<br>108-0042<br>SHA<br>20.30.720.100 | $836,000 |
| 31<br>$2,747,000<br><br>City of San Diego<br>SANDAG<br>11-San Diego | **Euclid and Market Complete Streets project**. Euclid Avenue between Naranja Street and Guymon Street, Market Street, between 47th Street to east of Euclid Avenue, and Guymon Street, in front of Horton Elementary - all in the City of San Diego's Encanto Neighborhoods Community Plan Area. Construction of new and expanded sidewalks, new bike facilities, and added crosswalks, medians, and curb extensions.<br><br>Statewide<br><br>Outcome/Output: Improve safety and mobility for public transit, vehicular, bicycle, and pedestrian uses.<br><br>(CEQA - CE, 12/14/2017.)<br>(NEPA - CE, 02/06/2019)<br><br>(Right of Way Certification: 04/30/2019)<br><br>(Time Extension for FY 17-18 CONST expires on 06/30/2019) | 11-1210<br>ATP/17-18<br>CONST<br>$2,747,000<br>1116000123<br>S | 2017-18<br>108-0890<br>FTF<br>20.30.720.100 | $2,747,000 |

## 2.5 Highway Financial Matters

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|---|---|---|---|---|
| **2.5w.(1a)** | **Active Transportation Program Projects** | | | **Resolution FATP-1819-14** |
| 32<br>$1,637,000<br><br>City of Anaheim<br>OCTA<br>12-Orange | **West Street and Citron Street Sidewalk Gap Closure**. Construct curb, gutter, and drainage facilities along West and Citron Streets.<br><br>MPO<br><br>Outcome/Output: The project will improve walking safety by eliminating conflict points between pedestrians and motorists.<br><br>(CEQA - NOE , 12/06/2017.)<br>(NEPA - CE, 02/6/2018)<br><br>(Right of Way Certification: 03/28/2019)<br><br>(Time extension for FY 17-18 CONST expires on 6/30/2019.) | 12-1000A<br>ATP/17-18<br>CONST<br>$1,637,000<br>1217000011<br>S | 2017-18<br>108-0890<br>FTF<br>20.30.720.100 | $1,637,000 |
| 33<br>$1,472,000<br><br>City of Garden Grove<br>OCTA<br>12-Orange | **First Mile Bicycle and Pedestrian Trail Expansion on the Pacific Electric Railroad Right of Way and Education/ Encouragement Activities**. The project will extend the bicycle and pedestrian trail along the former Pacific Electric Railroad right-of-way a total of 3,725 linear feet and implement bicycle and pedestrian education and encouragement activities.<br><br>MPO<br><br>Outcome/Output: The project outcome will add and connect to other routes to provide safe bicycling and walking.<br><br>(CEQA - NOE, 03/20/2017.)<br>(NEPA - CE, 3/30/2017; Revalidation: 05/01/2019)<br><br>(Right of Way Certification: 04/17/2019.)<br><br>(PPNO 12-1002A is the infrastructure component to PPNO 12-1002B.) | 12-1002A<br>ATP/18-19<br>CONST<br>$1,472,000<br>1216000134<br>S | 2017-18<br>108-0890<br>FTF<br>20.30.720.100 | $1,472,000 |
| 34<br>$871,000<br><br>County of Orange<br>OCTA<br>12-Orange | **Orange County Loop Coyote Creek**. Divided into three Segments O, P, Q, the proposed route begins at the existing Coyote Creek Bikeway where the channel divides into east and north forks running east northeast for 2.7 miles at La Mirada Boulevard through both L.A and Orange Counties. PA&ED funding for the Class I Bikeway along the Coyote Creek Flood Channel spanning approximately 2.7 miles.<br><br>MPO<br><br>Outcome/Output: The project outcome is to close the existing bikeway gap/discontinuity along the OC Loop Trail and provide connectivity and mobility to nearby schools, parks, employment centers, and transit facilities. | 12-1005<br>ATP/18-19<br>PA&ED<br>$871,000<br>1219000082<br>S | 2017-18<br>108-0890<br>FTF<br>20.30.720.100 | $871,000 |

## 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 |
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| **2.5w.(1a)** | **Active Transportation Program Projects** | | | **Resolution FATP-1819-14** |
| 35<br>$4,484,000<br><br>City of Santa Ana<br>OCTA<br>12-Orange | **Santa Ana and Fifth Protected Bike Lanes**. Construct median-protected bicycle lanes along Santa Ana Boulevard, 5th Street, 6th Street, Santiago Street, and several adjacent streets.<br><br>Statewide<br><br>Outcome/Output: The project will install safety enhancements to reduce collisions between cyclists and motor vehicles.<br><br>(CEQA - NOE, 08/18/2016.)<br><br>(Right of Way Certification: 04/03/2019.)<br><br>(Time extension for FY 17-18 CONST expires on 09/30/2019.) | 12-1011<br>ATP/17-18<br>CONST<br>$4,484,000<br>1216000135<br>S | 2018-19<br>108-0042<br>SHA<br>20.30.720.100 | $4,484,000 |
| 36<br>$1,030,000<br><br>City of Santa Ana<br>OCTA<br>12-Orange | **Lincoln Pedestrian Pathway Connectivity**. On Lincoln Avenue from Park Lane to Santiago Creek Trail in the City of Santa Ana. Construction of new pedestrian and bicycle pathway along Lincoln Avenue.<br><br>MPO<br><br>Outcome/Output: The project will provide walking and biking opportunities for student and enhance safety for bicyclists and pedestrians.<br><br>(CEQA - CE, 06/14/2018.)<br><br>(Right of Way Certification: 11/14/18) | 12-1014<br>ATP/18-19<br>CONST<br>$1,030,000<br>1217000033<br>S | 2018-19<br>108-0042<br>SHA<br>20.30.720.100 | $1,030,000 |

## 2.5 Highway Financial Matters

| Project # / Allocation Amount / Recipient / RTPA/CTC / District-County | Project Title / Location / Project Description | PPNO / Program/Year / Phase / Prgm'd Amount / Project ID / Adv. Phase | Budget Year / Item # / Fund Type / Program Code | Amount by Fund Type |
|---|---|---|---|---|
| **2.5w.(1b)** | **Active Transportation Program Projects- SB 1 Augmentation)** | | | **Resolution FATP-1819-14** |
| 1<br>$52,000<br><br>Humboldt County<br>HCAOG<br>01-Humboldt | **McKinleyville Safe Routes to School Program**. This infrastructure/non-infrastructure project aims to encourage elementary and high school students to safely walk and bike through education, shoulder widening, sidewalk infill, and crosswalk improvements. It closes a transportation gap by removing barriers and providing much needed infrastructure in an area considered unsafe for pedestrians and bicyclists.<br><br>Statewide<br><br>Outcome/Output: Infrastructure improvements includes 5000 feet of bike lanes, 300 feet of sidewalks, and additional/improved pedestrian street crossings. These improvements will provide a safe zone for pedestrians, to slow vehicle speeds, and improve safety for bicycles and pedestrians.<br><br>(CEQA - CE, 5/07/2019.)<br><br>(PPNO 01-2504A is the Infrastructure component to PPNO 01-2504B)<br><br>(SB 1 Augmentation) | 01-2504A<br>ATP/18-19<br>PS&E<br>$40,000<br>R/W<br>$12,000<br>0118000139<br>S | 2018-19<br>108-3290<br>RMRA<br><br>108-3290<br>RMRA<br>20.30.720.100 | $40,000<br><br>$12,000 |
| 2<br>$1,386,000<br><br>City of Placerville<br>EDLTC<br>03-El Dorado | **Upper Broadway Pedestrian Connection Project**. On Broadway between Schnell School Road and Point View Drive in the City of Placerville. The project provides strategically located sidewalks and additional pedestrian improvements on Broadway between Schnell School Road and Point View Drive and will be constructed concurrently with a bike lanes project.<br><br>Statewide<br><br>Outcome/Output: The project increases active transportation and multi-modal travel by providing bike lanes, sidewalks, transit facilities, and enhanced roadway shoulders. The improvements provide all users with safe and efficient access to critical services, transit, and commerce.<br><br>(CEQA - MND, 04/10/2018.)<br>(NEPA - CE, 04/16/2018)<br><br>(Future consideration of funding approved under Resolution E-18-47; May 2018.)<br><br>(Right of Way Certification: 04/26/2019.)<br><br>(SB 1 Augmentation) | 03-1225<br>ATP/18-19<br>CONST<br>$1,386,000<br>0314000314<br>S | 2018-19<br>108-3290<br>RMRA<br>20.30.720.100 | $1,386,000 |

## 2.5 Highway Financial Matters

| Project # / Allocation Amount / Recipient / RTPA/CTC / District-County | Project Title / Location / Project Description | PPNO / Program/Year / Phase / Prgm'd Amount / Project ID / Adv. Phase | Budget Year / Item # / Fund Type / Program Code | Amount by Fund Type |
|---|---|---|---|---|
| **2.5w.(1b)** | **Active Transportation Program Projects- SB 1 Augmentation)** | | | **Resolution FATP-1819-14** |
| 3<br>$13,000<br><br>Placer County<br>TMPO<br>03-Placer | **Placer County West Shore Highway Crossing Improvements**. State Route 89 along the west shore of Lake Tahoe between Tahoma and Tahoe City, Placer County. Improve existing and provide new crossing locations to connect residential areas to commercial and recreational attractions and improve traffic flow on State Rroute 89.<br><br>MPO<br><br>Outcome/Output: This project will increase safety for pedestrians and vehicles by enhancing or providing anticipated crossing locations, improve traffic flow along State Route 89, and connect residential neighborhoods to commercial and recreational attractions.<br><br>(CEQA - CE, 05/29/2018.)<br><br>(SB 1 Augmentation) | 03-1528<br>ATP/18-19<br>R/W<br>$13,000<br>0318000251<br>S | 2017-18<br>108-3290<br>RMRA<br>20.30.720.100 | $13,000 |
| 4<br>$1,679,000<br><br>City of Rancho Cordova<br>SACOG<br>03-Sacramento | **Cordova Park Safe Routes to School Project**. On Coloma Road, Dolecetto Drive, Ellenbrook Drive and Malaga Way, in the Cordova Park neighborhood, in the City of Rancho Cordova. Construct curb, gutter, and sidewalk to close gaps in the existing pedestrian network, and install curb ramps and crosswalks to improve pedestrian access and safety. A bulbout, Rectangular Rapid Flashing Beacons, crosswalks, signage, pedestrian lighting and shade trees will also be added along Coloma Road.<br><br>MPO<br><br>Outcome/Output: Allocation funds for the project will allow the City to begin bidding process and begin the construction phase.<br><br>(CEQA - CE, 10/18/2017.)<br><br>(Right of Way Certification; 05/01/2019)<br><br>(SB 1 Augmentation) | 03-1770<br>ATP/18-19<br>CONST<br>$1,679,000<br>0318000190<br>S | 2017-18<br>108-3290<br>RMRA<br>20.30.720.100 | $1,679,000 |

## 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 |
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| **2.5w.(1b)** | **Active Transportation Program Projects- SB 1 Augmentation)** | | | **Resolution FATP-1819-14** |
| 5<br>$345,000<br><br>Town of Corte Madera<br>MTC<br>04-Marin | **Central Marin Regional Pathways Gap Closure**. On the west side of US 101 along Nellen Avenue and Wornum Drive. Project includes separated pedestrian and bicycle facilities including protected bikeway, sidewalk and a pedestrian refuge island with walkway, barrier, and rectangular rapid flashing beacons for transit stop access. The project lies adjacent to Highway 101 and regional roadways, and provides the crucial connection that is missing between the convergence of five regional pathways.<br><br>MPO<br><br>Outcome/Output: Bike and Pedestrian facility improvements, and improved local and regional access/connections.<br><br>(CEQA - MND, 04/16/2019.)<br><br>(Concurrent consideration of funding under Resolution E-19-60; June 2019.)<br><br>(SB 1 Augmentation) | 04-2326<br>ATP/18-19<br>PS&E<br>$345,000<br>0418000286<br>S | 2017-18<br>108-3290<br>RMRA<br>20.30.720.100 | $345,000 |
| 6<br>$62,000<br><br>City of Watsonville<br>SCCRTC<br>05-Santa Cruz | **Lincoln Street Safety Improvements**. Lincoln Street from East Beach Street to Riverside Drive.<br>Current conceptual plan includes:<br>- Pedestrian Crossing Enhancements that incorporate bulbouts, landscaping, lighting, decorative pedestrian scale fencing, enhanced crosswalks, improved sidewalks and pedestrian amenities, fencing, artistic enhancements by high school artists and classes in crossings and on lighting.<br>- Provision of bicycle racks, pavement sharrows, and signage.<br>- Bicycle and pedestrian education and encouragement.<br><br>Small Urban and Rural<br><br>Outcome/Output: Improve safety and reduce pedestrian and bike accidents within the project area.<br><br>(CEQA - NOE-CE, 03/21/2019.)<br><br>(SB 1 Augmentation) | 05-2818A<br>ATP/18-19<br>PS&E<br>$62,000<br>0518000165<br>S | 2017-18<br>108-3290<br>RMRA<br>20.30.720.100 | $62,000 |

## 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 |
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| **2.5w.(1b)** | **Active Transportation Program Projects- SB 1 Augmentation)** | | | **Resolution FATP-1819-14** |
| 7<br>$715,000<br><br>City of Fresno<br>FCOG<br>06-Fresno | **Downtown Fresno Courthouse Park Interconnectivity Project**. This project is located in downtown Fresno, at two intersections: Fresno and L Street, and L Street and Tulare Street. Increase active commuting throughout downtown Fresno through installation of traffic signals, countdown heads, accessible pedestrian equipment, sidewalk ramps, and crosswalks at two un-signalized intersections near Courthouse Park.<br><br>Statewide<br><br>Outcome/Output: Increased pedestrian safety, mobility, and accessibility.<br><br>(CEQA - CE, 06/22/2018.)<br><br>(Right of Way Certification: 05/01/2019.)<br><br>(SB 1 Augmentation) | 06-6902<br>ATP/18-19<br>CONST<br>$715,000<br>0618000171<br>S | 2017-18<br>108-3290<br>RMRA<br>20.30.720.100 | $715,000 |
| 8<br>$335,000<br><br>City of Mcfarland<br>KCOG<br>06-Kern | **Kern Avenue Elementary Safe Routes to School Connectivity**. Two city blocks bounded by 5th Street from West Perkins to Robertson, 4th Street from West Perkins to Robertson;,and 3rd Place from West Perkins to Robertson, the north side of Robertson from 3rd Place to 5th Street, and the south side of West Perkins. Infrastructure improvements including the construction of new sidewalk and curb ramps, ADA ramps, Class III Bike Lanes, high visibility crosswalks, LED Signs for Road and Pedestrian Safety, and solar in-roadway lights for crosswalks, and street lights.<br><br>MPO<br><br>Outcome/Output: Increased pedestrian safety, mobility, and accessibility.<br><br>(CEQA - NOE, 05/16/2018.)<br><br>(Right of Way Certification: 04/24/2019.)<br><br>(SB 1 Augmentation) | 06-6936<br>ATP/18-19<br>CONST<br>$335,000<br>0618000160<br>S | 2018-19<br>108-3290<br>RMRA<br>20.30.720.100 | $335,000 |

## 2.5 Highway Financial Matters

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| **2.5w.(1b)** | **Active Transportation Program Projects- SB 1 Augmentation)** | | | **Resolution FATP-1819-14** |
| 9<br>$426,000<br><br>City of Farmersville<br>TCAG<br>06-Tulare | **Farmersville Safe Routes to School East Walnut Avenue**. Southside of East Walnut Avenue from Farmersville Boulevard to Freedom Drive. Construct 10 feet wide multi-use sidewalk, curb, gutter, lighting, signage, landscaping and storm drains.<br><br>MPO<br><br>Outcome/Output: Increased pedestrian safety, mobility, and accessibility.<br><br>(CEQA - NOE, 4/16/2018.)<br><br>(Right of Way Certification: 04/15/2019.)<br><br>(SB 1 Augmentation) | 06-6920<br>ATP/18-19<br>CONST<br>$426,000<br>0618000139<br>S | 2017-18<br>108-3290<br>RMRA<br>20.30.720.100 | $426,000 |
| 10<br>$400,000<br><br>Los Angeles County<br>LACMTA<br>07-Los Angeles | **Puente Creek Bikeway**. Cities of La Puente and Industry and unincorporated Valinda community. Design and construct 1.86 miles of Class I bike path along Puente Creek and 0.37 miles of enhanced Class III bike route along surface streets.<br><br>Statewide<br><br>Outcome/Output: Puente Creek Bikeway and San Jose Creek Bike Path will connect area residents to the regional San Gabriel River Bike Path and expand mobility options for San gabiel Valley residents to walk, bike, or connect to transit for daily commuting.<br><br>(CEQA - EIR, 05/07/2013.)<br>(NEPA - CE, 01/22/2019)<br><br>(Future consideration of funding approved under Resolution E-13-33; May 2013.)<br><br>(SB 1 Augmentation) | 07-5428A<br>ATP/18-19<br>PS&E<br>$400,000<br>0719000133<br>S | 2017-18<br>108-3290<br>RMRA<br>20.30.720.100 | $400,000 |

## 2.5 Highway Financial Matters

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| **2.5w.(1b)** | **Active Transportation Program Projects- SB 1 Augmentation)** | | | **Resolution FATP-1819-14** |
| 11<br>$168,000<br><br>City of Glendora<br>LACMTA<br>07-Los Angeles | **Glendora Urban Trail and Greenway Network**. The project is located in the City of Glendora on the Little Dalton Wash, Big Dalton Wash and the San Dimas Wash which is located in the foothills of the East San Gabriel Valley. The project consists of building pedestrian and bike paths along three local flood control channels. This project will create an 11.3 mile bike and pedestrian network of trails along three flood control channels which may include, but not limited to, paved pathways, wayfinding signage, rest areas, hydration stations, native plantings for aesthetics and shade, and waste receptacles.<br><br>MPO<br><br>Outcome/Output: The project benefit include reduced bicycle/vehicle interaction which reduces the number of potential incidents that could occur. The separated bike paths will provide a safe space to walk in the neigborhood, connect future transit station and help boost City's goal of becoming bicycle friendly City.<br><br>(CEQA - NOE-CE, 12/21/2015.)<br>(NEPA - CE, 03/18/2019.)<br><br>(SB 1 Augmentation) | 07-5452<br>ATP/18-19<br>PS&E<br>$168,000<br>0718000313<br>S | 2017-18<br>108-3290<br>RMRA<br>20.30.720.100 | $168,000 |
| 12<br>$320,000<br><br>Southern California Association of Governments<br>SCAG<br>07-Various | **SCAG 2017 Active Transportation Safety and Encouragement Campaign Phase 2**. Two Non-Infrastructure programs will focus on educating the Beverly Hills about promoting bike and pedestrian safety and use. Hermosa Beach will evaluate safety enhancements on a corridor in the city.<br><br>MPO<br><br>Outcome/Output: Beverly Hills: Includes training classes, demonstration events, and other media efforts. Hermosa Beach: Includes safety enhancements within city and surrounding cities.<br><br>(CEQA - NOE-CE, 03/01/2018.)<br><br>(Right of Way Certification: 05/06/2019.)<br><br>(SB 1 Augmentation) | 07-5461<br>ATP/18-19<br>CONST<br>$320,000<br>0719000229<br>S | 2018-19<br>108-3290<br>RMRA<br>20.30.720.100 | $320,000 |

## 2.5 Highway Financial Matters

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| **2.5w.(1b)** | **Active Transportation Program Projects- SB 1 Augmentation)** | | | **Resolution FATP-1819-14** |
| 13<br>$684,000<br><br>Riverside County Transportation Department<br>RCTC<br>08-Riverside | **Clark Street Safe Routes to School Sidewalk and Intersection Safety Improvements**. The project will construct 1,740 linear feet of sidewalk, curb, gutter, and pavement improvements along the east side of Clark Street from Rider Street/Old Elsinore Road to approximately 200 feet north of Cajalco Road ~~along with intersection improvements at the intersection of Clark Street and Cajalco Road~~.<br><br>Statewide<br><br>Outcome/Output: The project will provide a safer means of transportation and promote a greater number of students to walk or bike to school.<br><br>(CEQA - NOE, 03/10/2016.)<br><br>(Right of Way Certification: 02/28/2019.)<br><br>(SB 1 Augmentation) | 08-1221<br>ATP/18-19<br>CONST<br>$684,000<br>0815000098<br>S | 2018-19<br>108-3290<br>RMRA<br>20.30.720.100 | $684,000 |
| 14<br>$1,510,000<br><br>Kern County<br>KCOG<br>09-Kern | **Boron and Desert Lake Pedestrian Path**. The communities of Boron & Desert Lake, both unincorporated areas of Kern County, east of California City and North Edwards, south of SR58, and west of Kramer Junction, California. Construction would occur along portions of Twenty Mule Team Road, Boron Avenue, Del Oro Street, John Street, & Boron Park.<br><br>Construction of a six foot wide, paved multi-use path for 1.5 miles and 1 mile of sidewalks connecting Desert Lake to Boron and community destinations, including ADA compliant sidewalks, high visibility crosswalks, solar-powered street lights; and pedestrian crosswalks.<br><br>Statewide<br><br>Outcome/Output: This project will increase and encourage Kern County residents to walk or bike by providing them a safe and comfortable corridor from Desert Lakes to Boron.<br><br>(CEQA - NOE, 11/15/2017.)<br><br>(Right of Way Certification: 04/30/2019.)<br><br>(SB 1 Augmentation) | 09-2650<br>ATP/18-19<br>CONST<br>$1,510,000<br>0918000046<br>S | 2018-19<br>108-3290<br>RMRA<br>20.30.720.100 | $1,510,000 |

## 2.5 Highway Financial Matters

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|---|---|---|---|---|
| **2.5w.(1b)** | **Active Transportation Program Projects- SB 1 Augmentation)** | | | **Resolution FATP-1819-14** |
| 15<br>$3,816,000<br><br>City of Stockton<br>SJCOG<br>10-San Joaquin | **Miner Avenue Complete Streets**. Downtown Stockton on Miner Avenue from Sutter Street to Aurora Street. Convert a four way vehicle travel lane to two way vehicle travel lane one lane in each direction, add bicycle lanes, and improve deficient sidewalks.<br><br>Statewide<br><br>Outcome/Output: The project will increase non-motorized use as Miner Avenue is within a growing downtown area. Vehicle speeds will be reduced, sidewalks will connect to local businesses and the downtown area, and there will be an increase of non-motorized travel improving public health.<br><br>(CEQA - MND, 02/22/2017.)<br><br>(Future consideration of funding approved under Resolution E-18-27; March 2018.)<br><br>(Right of Way Certification: 05/02/2019.)<br><br>(SB 1 Augmentation) | 10-3265<br>ATP/18-19<br>CONST<br>$3,816,000<br>1018000158<br>S | 2018-19<br>108-3290<br>RMRA<br>20.30.720.100 | $3,816,000 |
| 16<br>$198,000<br><br>San Joaquin Regional Transit District<br>SJCOG<br>10-San Joaquin | **RTD's Bike and Bus Transportation Project**. Bicycle storage infrastructure upgrades including 3-position bike racks for buses up to 40 feet in length, luggage bay racks for storage below buses, interior bike locks on articulated buses, and bike storage lids at the Downtown Transit Center.<br><br>MPO<br><br>Outcome/Output: This project will encourage active methods of transportation and increase annual bicycle usage throughout the transportation system.<br><br>(CEQA - CE, 04/10/2019.)<br><br>(Right of Way Certification: 05/09/2019)<br><br>(Contribution from other sources: $74,000.)<br><br>(SB 1 Augmentation) | 10-3269<br>ATP/18-19<br>CONST<br>$198,000<br>1019000155<br>S | 2018-19<br>108-3290<br>RMRA<br>20.30.720.100 | $198,000 |

## 2.5 Highway Financial Matters

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|---|---|---|---|---|
| **2.5w.(1b)** | **Active Transportation Program Projects- SB 1 Augmentation)** | | | **Resolution FATP-1819-14** |
| 17<br>$1,272,000<br><br>City of Turlock<br>StanCOG<br>10-Stanislaus | **Safe Routes to School ADA Pedestrian Improvements, Various Locations**. Various locations along routes to public K-8 schools within the City of Turlock. Install curb, gutter, sidewalk, curb ramps, striping and related improvements.<br><br>MPO<br><br>Outcome/Output: This project will increase pedestrian and bicyclist safety.<br><br>(CEQA - NOE, 11/14/2017)<br><br>(Right of Way Certification: 04/29/2019.)<br><br>(Contribution from other sources: $207,000.)<br><br>(SB 1 Augmentation) | 10-3270<br>ATP/18-19<br>CONST<br>$1,272,000<br>1018000121<br>S | 2018-19<br>108-3290<br>RMRA<br>20.30.720.100 | $1,272,000 |
| 18<br>$125,000<br><br>San Diego County<br>SANDAG<br>11-San Diego | **Rock Springs Road Safe Routes to School Sidewalks and Bike Lanes**. Construct continuous sidewalks and bike lanes along a 0.65 mile segment of Rock Springs Road on one side of the road to establish a pedestrian and bicyclist friendly corridor between residents and the Rock Springs Elementary school.<br><br>MPO<br><br>Outcome/Output: Increased pedestrian safety, mobility and accessibility.<br><br>(CEQA - NOE, 11/7/2018.)<br><br>(SB 1 Augmentation) | 11-1324<br>ATP/18-19<br>R/W<br>$125,000<br>1118000209<br>S | 2017-18<br>108-3290<br>RMRA<br>20.30.720.100 | $125,000 |
| 19<br>$530,000<br><br>City of Santa Ana<br>OCTA<br>12-Orange | **City of Santa Ana - First Street Pedestrian Improvements**. In the City of Santa Ana, First Street between Flower Street and Grand Avenue. Widen the existing sidewalks by three feet, narrow the vehicle lanes, constructed ADA improvements on sidewalks and wheel chair ramps, and provide high visibility marked crosswalks, and add a signal controlled pedestrian crossing along First Street.<br><br>Statewide<br><br>Outcome/Output: Provide safety enhancements in a disadvantaged community and reduce pedestrian and bicyclist collisions.<br><br>(CEQA - CE, 03/27/2019.)<br>(NEPA - CE, 04/29/2019.)<br><br>(SB 1 Augmentation) | 12-2188<br>ATP/18-19<br>PS&E<br>$530,000<br>1219000020<br>S | 2017-18<br>108-3290<br>RMRA<br>20.30.720.100 | $530,000 |

## 2.5 Highway Financial Matters

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| **2.5w.(1b)** | **Active Transportation Program Projects- SB 1 Augmentation)** | | | **Resolution FATP-1819-14** |
| 20<br>$465,000<br><br>City of Santa Ana<br>OCTA<br>12-Orange | **City of Santa Ana - West Willits Street Protected Bicycle Lanes**. This project will construct median and parking protected bicycle lanes along West Willits Street from Fairveiw Street to Raitt Street with a bicycle-only signal phase at the intersection of Willits Street and Sullivan Street.<br><br>MPO<br><br>Outcome/Output: The project outcome will provide safety enhancements in a disadvantaged community identified as a high pedestrian and bicyclist collision corridor.<br><br>(CEQA - CE, 03/27/2019.)<br>(NEPA - CE, 04/29/2019.)<br><br>(SB 1 Augmentation) | 12-2189<br>ATP/18-19<br>PS&E<br>$465,000<br>1219000022<br>S | 2017-18<br>108-3290<br>RMRA<br>20.30.720.100 | $465,000 |
| 21<br>$900,000<br><br>City of Santa Ana<br>OCTA<br>12-Orange | **Safe Routes to School - Davis Elementary ADA Compliance**. The project will construct bulb-outs at crossings adjacent to Davis Elementary School, reconstruct ADA-compliant curb ramps and sections of sidewalk and driveways along the safe routes to Davis Elementary School.<br><br>MPO<br><br>Outcome/Output: The project outcome will encourage students to walk and ride their bicycles to and from school. The upgrades will allow active modes to access surrounding destinations.<br><br>(CEQA - CE, 04/16/2019.)<br>(NEPA - CE, 05/02/2019.)<br><br>(SB 1 Augmentation) | 12-2190<br>ATP/18-19<br>PS&E<br>$900,000<br>1219000021<br>S | 2017-18<br>108-3290<br>RMRA<br>20.30.720.100 | $900,000 |

State of California
**DEPARTMENT OF TRANSPORTATION**

California State Transportation Agency

# MEMORANDUM

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

**CTC Meeting**: June 26-27, 2019

**From**: STEVEN KECK, Chief Financial Officer

**Reference Number**: 2.5w.(3), Action Item

**Prepared By**: Rihui Zhang, Division Chief
Division of Local Assistance

**Subject**: **2019 ACTIVE TRANSPORTATION PROGRAM – ANNUAL ALLOCATION FOR THE CALIFORNIA CONSERVATION CORPS RESOLUTION FATP-1819-16**

## ISSUE:

Should the California Transportation Commission (Commission) approve an Annual Allocation of $4,000,000 for the 2019 Active Transportation Program (ATP) for the California Conservation Corps (CCC) Program?

## RECOMMENDATION:

The California Department of Transportation (Department) recommends that the Commission approve an Annual Allocation of $4,000,000 for the 2019 ATP for the CCC. Approval of this $4,000,000 Annual Allocation will fully allocate the 17 projects on the List of Projects for the 2019 ATP for the CCC shown on Attachment A.

## BACKGROUND:

Senate Bill 1, signed by the Governor on April 28, 2017, directs $100 million annually from the Road Maintenance and Rehabilitation Account to the Active Transportation Program beginning in the 2017-18 fiscal year. In additional, Assembly Bill 97 (Ting, Chapter 14, Statutes of 2017) directs $4 million of the $100 million annually, starting in the 2017-18 fiscal year for the next five years, to the California Conservation Corps for active transportation projects to be developed and implemented by the California Conservation Corps and certified Local Community Conservation Corps. The availability of these funds is subject to annual appropriation by the Legislature. Therefore, a total of $4,000,000 is available for the 2019-20 ATP – Augmentation for the CCC Program.

Attachment A is the list of 17 ATP – Augmentation CCC Program of projects totaling $4,000,000. The Lead Agencies for 15 of the 17 projects have determined that the projects are exempt from CEQA; one project is Non-Infrastructure and CEQA is not required, and one project received it's Notice of Determination in 2011. All 17 projects are requesting an allocation at this time.

**RESOLUTION:**

Resolved, that $4,000,000 be allocated from Budget Act of 2019, Budget Act Item 2660-108-3290, as an Annual Allocation amount for the 2019 ATP- Augmentation for the CCC Program, for the projects as described on the attached list and contingent upon the passage of the Budget Act of 2019.

Attachment

# 2019 Active Transportation Program Recommendations
## California Conservation Corps
## ($1000's)

| Lead Applicant | Partnering Agency | County | Project Title | Total Project Cost | ATP Request | CEQA | DAC | CCC or LCCC | Final Score |
|---|---|---|---|---|---|---|---|---|---|
| CCC Delta | BLM / Mariposa County Planning Department | Mariposa | Merced River Trail Rebuild | $112,004 | $109,504 | NOE | Y | CCC | 41.5 |
| CCC Delta | San Joaquin County Parks and Recreation | San Joaquin | Micke Grove Zoo Trail | $330,379 | $314,810 | NOE | Y | CCC | 42 |
| CCC Delta | Thornton Rural Fire District | San Joaquin | Thornton Fire District Fencing & Sidewalk | $139,551 | $134,551 | NOE | Y | CCC | 45 |
| CCC Inland Empire | Riverside County Regional Park and Open Space District | Riverside | Hidden Valley Santa Ana River Trail Repair | $155,150 | $151,950 | NOE | Y | CCC | 43.5 |
| CCC Redding | City of Redding | Shasta | Buenaventura Trail Widening and Reconstruction | $1,409,000 | $1,289,000 | NOE | N | CCC | 40.5 |
| San Francisco Conservation Corps | City of San Francisco, San Francisco Recreation & Parks Dept. | San Francisco | Natural Resource Trails Safety Program | $1,022,714 | $285,714 | NOD | Y | LCC | 39 |
| Sacramento Regional Conservation Corps | County of Sacramento, Dept. of Regional Parks | Sacramento | American River Parkway Signs | $178,571 | $142,875 | NOE | Y | LCC | 45 |
| Civicorps | East Bay Regional Park District | Alameda | Green Transportation Network Project- Phase II | $142,857 | $142,857 | NOE | N | LCC | 37 |
| Urban Conservation Corps of the Inland Empire | County of San Bernardino Public Health | San Bernardino | Pedestrian, Bicycle, Skateboard Safety Training Program | $142,857 | $142,857 | N/A | Y | LCC | 41 |
| Orange County Conservation Corps | County of Orange, OC Parks | Orange County | OC Parks Split-Rail Fence Installation | $147,857 | $147,857 | NOE | N | LCC | 38 |
| Los Angeles Conservation Corps | City of Carson | Los Angeles | Carson Tree Expansion and Improvement | $142,857 | $142,857 | NOE | Y | LCC | 38.5 |
| Sequoia Community Corps | City of Dinuba | Tulare | Dinuba 2019 Safe Routes to School | $294,135 | $294,135 | NOE | Y | LCC | 42 |
| Urban Corps of San Diego | County of San Diego | San Diego | San Diego County Trail Enhancement | $147,857 | $142,857 | NOE | N | LCC | 37.5 |
| Conservation Corps of Long Beach | City of Long Beach Department of Public Works | Los Angeles | Healthy Active Lower Los Angeles River Phase II | $167,857 | $142,857 | NOE | Y | LCC | 45.5 |
| Conservation Corps North Bay | Sonoma County Regional Parks | Marin | Helen Putnam Regional Park Multi-Use Trail Renovation | $167,524 | $142,714 | NOE | N | LCC | 42.5 |
| Greater Valley Conservation Corps | Caltrans Stockton | San Joaquin | Bicycle/Pedestrian Path Improvement at S/B SR-99 & Wilson Way, Stockton | $121,328 | $121,328 | NOE | Y | LCC | 43.5 |
| Conservation Corps North Bay | Napa Open Space District | Marin | Catacoula Multi-Use Trail Construction | $181,983 | $151,278 | NOD | N | LCC | 40 |
| | | | **Total** | **$5,004,480** | **$4,000,000** | | | | |

State of California
**DEPARTMENT OF TRANSPORTATION**

California State Transportation Agency

# MEMORANDUM

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

**CTC Meeting**: June 26-27, 2019

**From**: STEVEN KECK, Chief Financial Officer

**Reference Number**: 2.5w.(2), Action Item

**Prepared By**: Clark Paulsen, Chief
Division of Budgets

**Subject**: **ALLOCATION FOR ACTIVE TRANSPORTATION PROGRAM PROJECTS (ADVANCEMENTS FY 2019-20)**
**RESOLUTION FATP-1819-15**

## ISSUE:

Should the California Transportation Commission (Commission) approve an allocation of $9,542,000 for 11 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 $9,542,000 for 11 ATP projects, programmed in 2019-20 as follows:

2.5w.(2a) - $2,833,000 for four ATP projects and
2.5w.(2b) - $6,709,000 for seven ATP (SB1 Augmentation) projects.

## BACKGROUND:

The attached vote list describes 11 ATP projects totaling $9,542,000. The local agencies are ready to proceed with these projects and are requesting an allocation at this time.

## FINANCIAL RESOLUTION:

Resolved that $9,542,000 be allocated from the Budget Act Item of 2017 and 2018, Budget Act Items 2660-108-0042, 2660-108-0890, 2660-108-3290 and 2660-308-3290 for the 11 ATP projects described on the attached vote list.

Attachment

**2.5 Highway Financial Matters**

| 2.5w.(2a) Active Transportation Program Projects (Advancements FY 19-20) | | | | | | | Resolution FATP-1819-15 |
|---|---|---|---|---|---|---|---|
| Project Number | Allocation Amount | District/PPNO | Project Title | County | Recipient | Phase | Amount |
| 1 | $20,000 | 05-2814 | San Lorenzo Riverwalk Lighting | Santa Cruz | City of Santa Cruz | PA&ED | $20,000 |
| 2 | $2,600,000 | 05-2835A | Rail Trail Segment 8 and 9 Design and Environmental Review - Non-Infrastructure. | Santa Cruz | City of Santa Cruz | PA&ED | $2,600,000 |
| 3 | $169,000 | 05-2835B | Rail Trail Segment 8 and 9 Design and Environmental Review -Non-Infrastructure. | Santa Cruz | City of Santa Cruz | CONST | $169,000 |
| 4 | $44,000 | 07-5336 | Spring Street Bicycle Lane Gap Closure Project, Signal Hill | Los Angeles | City of Signal Hill | PA&ED | $44,000 |

**2.5 Highway Financial Matters**

| 2.5w.(2b) Active Transportation Program Projects- SB1 Augmentation (Advancements FY 19-20) Resolution FATP-1819-15 | | | | | | | |
|---|---|---|---|---|---|---|---|
| Project Number | Allocation Amount | District/PPNO | Project Title | County | Recipient | Phase | Amount |
| 1 | $985,000 | 03-1029 | Butte County Safe Routes Resource Center and 5 Community Projects | Butte | Butte County | CONST | $985,000 |
| 2 | $733,000 | 03-1530B | Highway 49 Sidewalk Gap Closure | Placer | Placer County Transportation Planning Agency | CONST | $733,000 |
| 3 | $3,761,000 | 04-2333 | Alameda County School Travel Opportunities Program (Non-Infrastructure) | Alameda | Alameda County Transportation Commission | CONST | $3,761,000 |
| 4 | $412,000 | 05-2991 | U.S. 101 State Street Undercrossing Active Transportation Improvements | Santa Barbara | City of Santa Barbara | PA&ED | $412,000 |
| 5 | $388,000 | 05-2992 | Modoc Road Multimodal Path Gap Closure | Santa Barbara | Santa Barbara County | PA&ED | $388,000 |
| 6 | $65,000 | 05-2993A | University California Santa Cruz Bike Path Safety Improvement Phase 2/Bike Safety Education | Santa Cruz | University of California - Santa Cruz | PS&E | $65,000 |
| 7 | $365,000 | 05-2993B | University California Santa Cruz Bike Path Safety Improvement Phase 2/Bike Safety Education | Santa Cruz | University of California - Santa Cruz | CONST | $365,000 |

## 2.5 Highway Financial Matters

| Project # / Allocation Amount / Recipient / RTPA/CTC / District-County | Project Title / Location / Project Description | PPNO / Program/Year / Phase / Prgm'd Amount / Project ID / Adv. Phase | Budget Year / Item # / Fund Type / Program Code | Amount by Fund Type |
|---|---|---|---|---|
| **2.5w.(2a)** | **Active Transportation Program Projects (Advancements FY 19-20)** | | | **Resolution FATP-1819-15** |
| 1<br>$20,000<br><br>City of Santa Cruz<br>SCCRTC<br>05-Santa Cruz | **San Lorenzo Riverwalk Lighting**. East and West sides of San Lorenzo Riverwalk between Water Street and Highway 1 in Santa Cruz. Installation of LED pedestrian scale lighting between Water Street and Highway 1 on the San Lorenzo Riverwalk on east and west banks.<br><br>Small Urban and Rural<br><br>Outcome/Output: The project outcome will increase real and perceived safety place to use active transportation in the early morning and evening. This will also increase biking and walking rates within the City of Santa Cruz through enhancing safety and active transportation options for users of all ages and abilities. | 05-2814<br>ATP/19-20<br>PA&ED<br>$20,000<br>0519000004<br>S | 2018-19<br>108-0042<br>SHA<br>20.30.720.100 | $20,000 |
| 2<br>$2,600,000<br><br>City of Santa Cruz<br>SCCRTC<br>05-Santa Cruz | **Rail Trail Segment 8 and 9 Design and Environmental Review - Non-Infrastructure.**. Adjacent to the rail line from Pacific Avenue in City of Santa Cruz to 17th Avenue in County of Santa Cruz. Design and environmental review and permitting for 2.18 miles of separated multiuse trail, and NI: safety, education, and encouragement programs in advance of trail construction.<br><br>Small Urban and Rural<br><br>Outcome/Output: To increase the proportion of trips accomplished by biking and walking, increase safety and mobility of non-motorized users, and to provide high quality connections to schools, parks, and community facilities. | 05-2835A<br>ATP/19-20<br>PA&ED<br>$2,600,000<br>0519000071 | 2017-18<br>108-0890<br>FTF<br>20.30.720.100 | $2,600,000 |
| 3<br>$169,000<br><br>City of Santa Cruz<br>SCCRTC<br>05-Santa Cruz | **Rail Trail Segment 8 and 9 Design and Environmental Review -Non-Infrastructure.**. Adjacent to the rail line from Pacific Avenue in City of Santa Cruz to 17th Avenue in County of Santa Cruz. Design and environmental review and permitting for 2.18 miles of separated multiuse trail, and NI: safety, education, and encouragement programs in advance of trail construction.<br><br>Small Urban and Rural<br><br>Outcome/Output: To increase the proportion of trips accomplished by biking and walking, increase safety and mobility of non-motorized users, and to provide high quality connections to schools, parks, and community facilities.<br><br>(CEQA - NOE, 03/20/2019.)<br>(NEPA - CE, 05/01/2019.)<br><br>PPNO 05-2835B is the non-infrastructure component to PPNO 05-2835A | 05-2835B<br>ATP/19-20<br>CONST<br>$169,000<br>0519000072<br>S | 2017-18<br>108-0890<br>FTF<br>20.30.720.100 | $169,000 |

## 2.5 Highway Financial Matters

| Project # / Allocation Amount / Recipient / RTPA/CTC / District-County | Project Title / Location / Project Description | PPNO / Program/Year / Phase / Prgm'd Amount / Project ID / Adv. Phase | Budget Year / Item # / Fund Type / Program Code | Amount by Fund Type |
|---|---|---|---|---|
| **2.5w.(2a)** | **Active Transportation Program Projects (Advancements FY 19-20)** | | | **Resolution FATP-1819-15** |
| 4<br>$44,000<br><br>City of Signal Hill<br>LACMTA<br>07-Los Angeles | **Spring Street Bicycle Lane Gap Closure Project, Signal Hill**. Install two lane miles of Class II bike lanes on Spring Street, repave bike lanes, modify pedestrian walkways, install safety lighting, and modify pedestrian heads at signalized intersections.<br><br>Statewide<br><br>Outcome/Output: Enhanced bike and commuter safety, reduction of accidents, and increase in use of facility. | 07-5336<br>ATP/19-20<br>PA&ED<br>$44,000<br>0719000245<br>S | 2017-18<br>108-0890<br>FTF<br>20.30.720.100 | $44,000 |

## 2.5 Highway Financial Matters

| Project # / Allocation Amount / Recipient / RTPA/CTC / District-County | Project Title / Location / Project Description | PPNO / Program/Year / Phase / Prgm'd Amount / Project ID / Adv. Phase | Budget Year / Item # / Fund Type / Program Code | Amount by Fund Type |
|---|---|---|---|---|
| **2.5w.(2b)** | **Active Transportation Program Projects- SB1 Augmentation (Advancements FY 19-20)** | | | **Resolution FATP-1819-15** |
| 1<br>$985,000<br><br>Butte County<br>BCAG<br>03-Butte | **Butte County Safe Routes Resource Center and 5 Community Projects**. Bicycle/pedestrian education, encouragement and enforcement in Butte County, with Safe Routes activities in Chapman and Citrus schools in Chico, and Plumas and Sierra schools in Thermalito. Establish a county-wide Safe-Routes Program in Butte County and fund 5 initial projects in local disadvantaged communities.<br><br>Statewide<br><br>Outcome/Output: The Safe Routes to Schools (SRTS) and Resource projects will combine education, encouragement and enforcement and enforcement activities into a robust SRTS program that is strongly rooted in the National SRTS curriculum.<br><br>(CEQA - CE, 04/08/2019.)<br><br>(Contribution from other sources: $155,000.)<br><br>(SB 1 Augmentation) | 03-1029<br>ATP/19-20<br>CONST<br>$985,000<br>0319000223<br>S | 2017-18<br>108-3290<br>RMRA<br>20.30.720.100 | $985,000 |
| 2<br>$733,000<br><br>Placer County Transportation Planning Agency<br>PCTPA<br>03-Placer | **Highway 49 Sidewalk Gap Closure**. In Placer County on Highway 49 from I-80 (PM 3.1) to Dry Creek Road (PM 7.5). Implement a four-year Safe Routes to School program at six area schools in the North Auburn area.<br><br>Statewide<br><br>Outcome/Output: Outreach and education to nearly 3,000 students. The program will develop and implement a curriculum focused on safety, education, encouragement, equity, enforcement and evaluation of the program's successes.<br><br>(CEQA - CE, 04/29/2019.)<br><br>As part of this allocation, the local agency is requesting to extend the completion of construction for 48 months.<br><br>PPNO 1530B is the non-infrastructure component of PPNO 1530A<br><br>(SB 1 Augmentation)<br><br>**ALLOCATION IS CONTINGENT UPON APPROVAL OF A BUDGET REVISION BY THE DEPARTMENT OF FINANCE** | 03-1530B<br>ATP/19-20<br>CONST<br>$733,000<br>0319000237<br>S | 2018-19<br>308-3290<br>RMRA<br>20.20.720.100 | $733,000 |

## 2.5 Highway Financial Matters

| Project # / Allocation Amount / Recipient / RTPA/CTC / District-County | Project Title / Location / Project Description | PPNO / Program/Year / Phase / Prgm'd Amount / Project ID / Adv. Phase | Budget Year / Item # / Fund Type / Program Code | Amount by Fund Type |
|---|---|---|---|---|
| **2.5w.(2b)** | **Active Transportation Program Projects- SB1 Augmentation (Advancements FY 19-20)** | | | **Resolution FATP-1819-15** |
| 3<br>$3,761,000<br><br>Alameda County Transportation Commission<br>MTC<br>04-Alameda | **Alameda County School Travel Opportunities Program (Non-Infrastructure)**. Comprehensive school transportation alternatives program targeting disadvantaged and high-collision communities to encourage active transportation in Alameda County K-12 schools<br><br>MPO<br><br>Outcome/Output: Increase use of active transportation modes and decrease in greenhouse gas emissions.<br><br>(CEQA - NOE, 04/29/2019.)<br><br>As part of this allocation, the local agency is requesting to extend the completion of construction for 48 months.<br><br>(SB 1 Augmentation) | 04-2333<br>ATP/19-20<br>CONST<br>$3,761,000<br>0419000382<br>S | 2017-18<br>108-3290<br>RMRA<br>20.30.720.100 | $3,761,000 |
| 4<br>$412,000<br><br>City of Santa Barbara<br>SBCAG<br>05-Santa Barbara | **U.S. 101 State Street Undercrossing Active Transportation Improvements**. The project is located on State Street between Gutierrez Street and Yanonali Street in the City of Santa Barbara. Design and construct wider sidewalks and wider protected bike lanes on State Street between Gutierrez Street and Yanonali Street (the U.S. 101 State Street Undercrossing).<br><br>Small Urban and Rural<br><br>Outcome/Output: Create a more attractive, safer undercrossing for pedestrians and cyclists.<br><br>(SB 1 Augmentation) | 05-2991<br>ATP/19-20<br>PA&ED<br>$412,000<br>0519000123<br>S | 2017-18<br>108-3290<br>RMRA<br>20.30.720.100 | $412,000 |
| 5<br>$388,000<br><br>Santa Barbara County<br>SBCAG<br>05-Santa Barbara | **Modoc Road Multimodal Path Gap Closure**. Modoc Road from the start of the Obern Trail at Encore Drive to the Santa Barbara County/City line. Construct 1.1 miles of Class I (multi-use) path along Modoc Road for bicyclists, runners and pedestrians of all ages and abilities.<br><br>Small Urban and Rural<br><br>Outcome/Output: The project will replace a roadway shoulder with a high quality separated path to increase the number of people that use non-motorized transportation for travel in this area.<br><br>(SB 1 Augmentation) | 05-2992<br>ATP/19-20<br>PA&ED<br>$388,000<br>0519000128<br>S | 2017-18<br>108-3290<br>RMRA<br>20.30.720.100 | $388,000 |

## 2.5 Highway Financial Matters

| Project # / Allocation Amount / Recipient / RTPA/CTC / District-County | Project Title / Location / Project Description | PPNO / Program/Year / Phase / Prgm'd Amount / Project ID / Adv. Phase | Budget Year / Item # / Fund Type / Program Code | Amount by Fund Type |
|---|---|---|---|---|
| **2.5w.(2b)** | **Active Transportation Program Projects- SB1 Augmentation (Advancements FY 19-20)** | | | **Resolution FATP-1819-15** |
| 6<br>$65,000<br><br>University of California - Santa Cruz<br>SCCRTC<br>05-Santa Cruz | **University California Santa Cruz Bike Path Safety Improvement Phase 2/Bike Safety Education**. Class I bike path from Coolidge Drive to Meyer Drive on the main UCSC campus, Santa Cruz, CA (within Santa Cruz County) and education efforts to the broader UCSC campus community. Reconstruct and widen Class I bike path to meet Caltrans' standards within current alignment and provide robust bike safety education outreach to the campus community.<br><br>Small Urban and Rural<br><br>Outcome/Output: Reconstruct bike path and bike safety education efforts to improve bike safety on the UCSC campus and surrounding areas.<br><br>(CEQA - MND, 05/21/2019.)<br><br>(Concurrent Consideration of Funding under Resolution E-19-62; June 2019<br><br>(SB 1 Augmentation) | 05-2993A<br>ATP/19-20<br>PS&E<br>$65,000<br>0519000124<br>S | 2017-18<br>108-3290<br>RMRA<br>20.30.720.100 | $65,000 |
| 7<br>$365,000<br><br>University of California - Santa Cruz<br>SCCRTC<br>05-Santa Cruz | **University California Santa Cruz Bike Path Safety Improvement Phase 2/Bike Safety Education**. Class I bike path from Coolidge Drive to Meyer Drive on the main UCSC campus, Santa Cruz, CA (within Santa Cruz County) and education efforts to the broader UCSC campus community. Reconstruct and widen Class I bike path to meet Caltrans' standards within current alignment and provide robust bike safety education outreach to the campus community.<br><br>Small Urban and Rural<br><br>Outcome/Output: Evaluation and tracking of the numbers of campus affiliates served through the bike safety education campaign and reduction in bike crashes.<br><br>(CEQA - NOE, 04/29/2019.)<br><br>(As part of this allocation request, the Department is requesting to extend the completion of Non-Infrastructure for 48 months.<br><br>PPNO 05-2993B is the non-infrastructure component to PPNO 05-2993A<br><br>(SB 1 Augmentation) | 05-2993B<br>ATP/19-20<br>CONST<br>$365,000<br>0519000125<br>S | 2017-18<br>108-3290<br>RMRA<br>20.30.720.100 | $365,000 |

State of California
**DEPARTMENT OF TRANSPORTATION**

California State Transportation Agency

# MEMORANDUM

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

**CTC Meeting**: June 26-27, 2019

**From**: STEVEN KECK, Chief Financial Officer

**Reference Number**: 2.8a.(12), Action Item

**Prepared By**: Bruce De Terra, Chief
Division of Transportation Programming

**Subject**: **REQUEST TO EXTEND THE PERIOD OF PROJECT ALLOCATION FOR STATE HIGHWAY OPERATION AND PROTECTION PROGRAM (SHOPP) PROJECTS WAIVER 19-29**

## ISSUE:

Should the California Transportation Commission (Commission) approve an allocation time extension request for 132 State Highway Operation and Protection Program (SHOPP) projects totaling $1,596,674,000 as shown on the attachment?

## RECOMMENDATION:

The California Department of Transportation (Department) recommends that the Commission approve an allocation time extension request for 132 SHOPP projects totaling $1,596,674,000 ($1,254,834,000 in construction, $216,793,000 in construction engineering and $125,047,000 in preconstruction phases), as shown on the attachment. The Department anticipates 74 of these projects totaling $997,332,000 ($815,828,000 in construction, $146,691,000 in construction engineering and $34,813,000 in preconstruction phases) will be coming in for an allocation at the August 2019 Commission meeting.

## BACKGROUND:

The SHOPP Guidelines stipulate that the Commission may approve waivers to the timely use of funds deadline one time only for up to 20 months in accordance with Government Code Section 14529.8.

Attachments

# Time Extension/Waiver - Project Construction and Support Allocation Deadline

| Project Phase No. | District | County | Route | Post Miles | EA | PPNO | Project ID | Program Category | Phase | Requested Months | Extended Deadline | Justification |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 01 | Del Norte | 101 | 8.2/8.7 | 0B090 | 1072 | 01 0002 0444 | Bridge | Con, Con Sup | 6 | Dec 2019 | In January 2018, the bridge design staff were temporarly reassigned to assist with a high priority project emergency. The bridge design is unique and complicated. The unusual structural analysis would have required a steep learning curve and additional time for another qualified designer to finish. The project is scheduled to RTL on October 8, 2019, in preparation for the December 2019 CTC meeting. |
| 2 | 01 | Del Norte | 101 | 36.1 | 43640 | 0100V | 01 0000 0193 | Bridge | PS&E | 9 | Mar 2020 | The Department is preparing an Environmental Impact Report in response to resource agency comments that were received in July 2017. The resource agencies commented that the temporary construction piles for false work pose a significant threat to Coho salmon fisheries by causing scour and increasing the potential for debris accumulation. Additional time is needed to develop bridge structure alternatives, alignments and construction scenarios that eliminate the need for temporary false work piles. These alternatives have been added to the project and need to be considered for environmental impacts. As a result, PA&ED has moved out to March 2020, delaying the start of PS&E and R/W Support phases. |
| 3 | 01 | Humboldt | 101 | 27.7 | 0A110 | 2301 | 01 1200 0211 | Bridge | PS&E | 9 | Mar 2020 | The delay was discovered in February 2018 during consultation with California Department of Fish and Wildlife (CDFW). The agency expressed concerns regarding potential impacts to endangered salmon species. Additional time is required to acquire an Incidental Take Permit from CDFW. The delay to PA&ED completion is delaying the start of PS&E and R/W Support phases to March 2020. |
| 4 | 01 | Humboldt | 101 | 27.7 | 0A110 | 2301 | 01 1200 0211 | Bridge | RW Sup | 9 | Mar 2020 | The delay was discovered in February 2018 during consultation with California Department of Fish and Wildlife (CDFW). The agency expressed concerns regarding potential impacts to endangered salmon species. Additional time is required to acquire an Incidental Take Permit from CDFW. The delay to PA&ED completion is delaying the start of PS&E and R/W Support phases to March 2020. |
| 5 | 01 | Humboldt | 101 | 79.8/84.7 | 0E000 | 2376 | 01 1300 0091 | Bridge | Con, Con Sup | 7 | Jan 2020 | In April 2019, the California Coastal Commission (CCC) required a public meeting be held before approving the Coastal Development Permit (CDP) on this and two other related projects within the same corridor. At the meeting, external groups voiced multiple project concerns and demanded that the project be delayed and considered at the local Eureka CCC meeting scheduled for August 2019. There is high risk the project will not receive a CDP in August, which would require going to a future additional CCC hearing. With this risk the project is requesting an extension to the January 2020 CTC meeting. |
| 6 | 01 | Humboldt | 101 | 79.9/86.1 | 0F220 | 2418 | 01 1500 0092 | Mobility | Con, Con Sup | 7 | Jan 2020 | In April 2019, the California Coastal Commission (CCC) required a public meeting be held before approving the Coastal Development Permit (CDP) on this and two other related projects within the same corridor. At the meeting, external groups voiced multiple project concerns and demanded that the project be delayed and considered at the local Eureka CCC meeting scheduled for August 2019. There is high risk the project will not receive a CDP in August, which would require going to a future additional CCC hearing. With this risk the project is requesting an extension to the January 2020 CTC meeting. |

# Time Extension/Waiver - Project Construction and Support Allocation Deadline

| Project Phase No. | District | County | Route | Post Miles | EA | PPNO | Project ID | Program Category | Phase | Requested Months | Extended Deadline | Justification |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 7 | 01 | Humboldt | 101 | 80.8/87.8 | 0C970 | 2375 | 01 1300 0094 | Collision | Con, Con Sup | 7 | Jan 2020 | In April 2019, the California Coastal Commission (CCC) required a public meeting be held before approving the Coastal Development Permit (CDP) on this and two other related projects within the same corridor. At the meeting, external groups voiced multiple project concerns and demanded that the project be delayed and considered at the local Eureka CCC meeting scheduled for August 2019. There is high risk the project will not receive a CDP in August, which would require going to a future additional CCC hearing. With this risk the project is requesting an extension to the January 2020 CTC meeting. |
| 8 | 01 | Humboldt | 101 | 88.3/88.6 | 0E890 | 2424 | 01 1500 0043 | Mobility | PS&E | 20 | Feb 2021 | In May 2019 a programming error was discovered. PS&E had been erroneously programmed into a fiscal year that was earlier than was identified in the project schedule. The error was not discocvered in time to resolve before the start of the fiscal year. Environmental studies are still under development and additional time is needed to complete PA&ED, delaying PS&E until February 2021. |
| 9 | 01 | Mendocino | 1 | 6.5/9.5 | 0F710 | 4630 | 01 1600 0047 | Collision | PS&E | 11 | May 2020 | In August 2018, the Department's field surveying crews became impacted with high workload and low staffing levels, which delayed development of the project footprint and the start of necessary environmental studies. Environmental technical project studies are dependent on seasonal timeframes, further delaying the project. The delay to PA&ED completion is delaying the start of PS&E and R/W Support phases to May 2020. |
| 10 | 01 | Mendocino | 1 | 6.5/9.5 | 0F710 | 4630 | 01 1600 0047 | Collision | RW Sup | 11 | May 2020 | In August 2018, the Department's field surveying crews became impacted with high workload and low staffing levels, which delayed development of the project footprint and the start of necessary environmental studies. Environmental technical project studies are dependent on seasonal timeframes, further delaying the project. The delay to PA&ED completion is delaying the start of PS&E and R/W Support phases to May 2020. |
| 11 | 01 | Mendocino | 1 | 42.4/43.3 | 40140 | 4491 | 01 0000 0155 | Bridge | PS&E | 20 | Feb 2021 | In September 2017, with the release of the hazardous waste report, it was found that past bridge paint sandblast work has caused elevated levels of zinc and lead in the groundwater and adjacent properties. Additional time is needed to develop remediation plans and ensure compliance. Coordination with Department of Toxic Substance Control, California Coastal Commission, California Department of Fish and Wildlife and consultant staff is required to finalize the remediation plan, causing a delay to the PA&ED phase subsequently delaying start of PS&E and R/W Support phases to February 2021.<br><br>(Concurrent amendment under SHOPP Amendment 18H-010) |

# Time Extension/Waiver - Project Construction and Support Allocation Deadline

| Project Phase No. | District | County | Route | Post Miles | EA | PPNO | Project ID | Program Category | Phase | Requested Months | Extended Deadline | Justification |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12 | 01 | Mendocino | 1 | 42.4/43.3 | 40140 | 4491 | 01 0000 0155 | Bridge | RW Sup | 20 | Feb 2021 | In September 2017, with the release of the hazardous waste report, it was found that past bridge paint sandblast work has caused elevated levels of zinc and lead in the groundwater and adjacent properties. Additional time is needed to develop remediation plans and ensure compliance. Coordination with Department of Toxic Substance Control, California Coastal Commission, California Department of Fish and Wildlife and consultant staff is required to finalize the remediation plan, causing a delay to the PA&ED phase subsequently delaying start of PS&E and R/W Support phases to February 2021.<br><br>(Concurrent amendment under SHOPP Amendment 18H-010) |
| 13 | 01 | Mendocino | 162 | 11.5/11.8 | 0B530 | 4553 | 01 1400 0035 | Major Damage | PS&E | 11 | May 2020 | During the past two winters, the project location sustained additional storm damage and slide movement, resulting in extensive geotechnical studies that have specified increased work. More time is needed to complete remediation work for this additional damage scope. The team expects to finalize this expanded scope and has determined that PA&ED can be completed by March 2020. Delay to PA&ED phase is delaying start of PS&E and R/W Support phases to May 2020. |
| 14 | 01 | Mendocino | 162 | 11.5/11.8 | 0B530 | 4553 | 01 1400 0035 | Major Damage | RW Sup | 11 | May 2020 | During the past two winters, the project location sustained additional storm damage and slide movement, resulting in extensive geotechnical studies that have specified increased work. More time is needed to complete remediation work for this additional damage scope. The team expects to finalize this expanded scope and has determined that PA&ED can be completed by March 2020. Delay to PA&ED phase is delaying start of PS&E and R/W Support phases to May 2020. |
| 15 | 03 | Butte | 32 | 7.6/7.9 | 2H240 | 2114 | 03 1700 0084 | Collision | PS&E | 4 | Oct 2019 | The delay to PA&ED was identified during Summer 2018 and is delaying the start of PS&E and RW Support phases. The project is in a congested location which includes a State University and a high school, substantial community involvement has added to the complexity of traffic and pedestrian studies required for environmental permits. In order to obtain accurate results, a delay to starting the studies until school is in session is warranted thus delaying the PA&ED; which will delay PS&E until October 2019. |
| 16 | 03 | Butte | 32 | 7.6/7.9 | 2H240 | 2114 | 03 1700 0084 | Collision | RW Sup | 4 | Oct 2019 | The delay to PA&ED was identified during Summer 2018 and is delaying the start of PS&E and RW Support phases. The project is in a congested location which includes a State University and a high school, substantial community involvement has added to the complexity of traffic and pedestrian studies required for environmental permits. In order to obtain accurate results, a delay to starting the studies until school is in session is warranted thus delaying the PA&ED; which will dely RW Support until October 2019. |

# Time Extension/Waiver - Project Construction and Support Allocation Deadline

| Project Phase No. | District | County | Route | Post Miles | EA | PPNO | Project ID | Program Category | Phase | Requested Months | Extended Deadline | Justification |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 17 | 03 | El Dorado | 50 | 21.9/24.5 | 4E620 | 3290 | 03 1400 0039 | Collision | Con, Con Sup | 11 | May 2020 | In May 2018 it became evident that several project risks will delay the project. There were delays to completion of PA&ED and subsequently other phases including completion of R/W tasks. Additional time is needed to complete the acquisition of 13 parcels, with the uncertainty whether the condemnation process will be needed for the remaining 6 parcels. Also, additional time will allow time to complete utility relocation plans and possible additional parcel acquisitions, delaying construction and construction support until May 2020. |
| 18 | 03 | Nevada | 20 | 29.7/30.9 | 0H240 | 3994 | 03 1500 0116 | Collision | PS&E | 16 | Oct 2020 | During project development, over 30 potential cultural resources were identified within the project limits. Additional detailed studies requiring up to 12 months is required with an anticipated PA&ED completion in August 2020. District has conducted field reviews, and multiple meetings with Native American tribes to resolve issues. In addition, re-design of route alignment was done to avoid and reduce impacts to cultural sites. The delay to PA&ED completion is delaying the start of PS&E and R/W Support phases until October 2020. |
| 19 | 03 | Nevada | 20 | 29.7/30.9 | 0H240 | 3994 | 03 1500 0116 | Collision | RW Sup | 16 | Oct 2020 | During project development, over 30 potential cultural resources were identified within the project limits. Additional detailed studies requiring up to 12 months is required with an anticipated PA&ED completion in August 2020. District has conducted field reviews, and multiple meetings with Native American tribes to resolve issues. In addition, re-design of route alignment was done to avoid and reduce impacts to cultural sites. The delay to PA&ED completion is delaying the start of PS&E and R/W Support phases until October 2020. |
| 20 | 03 | Nevada | 20 | 37.1/39.8 | 2H620 | 4000 | 03 1700 0165 | Collision | PS&E | 16 | Oct 2020 | During project development, the environmental office documented this area as highly sensitive for historic resources with previously recorded archaeological sites and prehistoric cultural resources. Additional time is required for field reviews and multiple meetings with Native American tribes to discuss possible mitigation measures. In addition, re-design of route alignment was done to avoid and reduce impacts to cultural sites. The delay to PA&ED completion is delaying the start of PS&E and R/W Support phases until October 2020. |
| 21 | 03 | Nevada | 20 | 37.1/39.8 | 2H620 | 4000 | 03 1700 0165 | Collision | RW Sup | 16 | Oct 2020 | During project development, the environmental office documented this area as highly sensitive for historic resources with previously recorded archaeological sites and prehistoric cultural resources. Additional time is required for field reviews and multiple meetings with Native American tribes to discuss possible mitigation measures. In addition, re-design of route alignment was done to avoid and reduce impacts to cultural sites. The delay to PA&ED completion is delaying the start of PS&E and R/W Support phases until October 2020. |
| 22 | 03 | Nevada | 174 | 2.7/4.7 | 4F370 | 4451 | 03 1400 0152 | Collision | Con, Con Sup | 4 | Oct 2019 | As a result of public response and input, the project was redesigned and realized that additional time will be needed to acquire an additional 13 parcels with high likelihood of using the condemnation process. The project development team has sought to obtain 3W right of way certification and has developed stage construction to minimize the impact of this delay. This delays construction and construction support until October 2019. |

# Time Extension/Waiver - Project Construction and Support Allocation Deadline

| Project Phase No. | District | County | Route | Post Miles | EA | PPNO | Project ID | Program Category | Phase | Requested Months | Extended Deadline | Justification |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 23 | 03 | Sacramento | 5 | | 1H850 | 6411 | 03 1700 0009 | Mobility | PS&E | 9 | Mar 2020 | During PA&ED phase, it was discovered that the project preferred alternative required more time to complete. During a team meeting in May 2019, it was determined the final Traffic Simulation Model (TSM) would require additional 2 months. Additional time is needed to validate data and finalize traffic studies, work with consultant to formalize presentation for public consumption, and conduct public information meeting. The delay to PA&ED completion is delaying the start of PS&E and R/W Support phases until March 2020. |
| 24 | 03 | Sacramento | 5 | | 1H850 | 6411 | 03 1700 0009 | Mobility | RW Sup | 9 | Mar 2020 | During PA&ED phase, it was discovered that the project preferred alternative required more time to complete. During a team meeting in May 2019, it was determined the final Traffic Simulation Model (TSM) would require additional 2 months. Additional time is needed to validate data and finalize traffic studies, work with consultant to formalize presentation for public consumption, and conduct public information meeting. The delay to PA&ED completion is delaying the start of PS&E and R/W Support phases until March 2020. |
| 25 | 03 | Sacramento | 5 | | 2H700 | 8920 | 03 1700 0173 | Mobility | Con, Con Sup | 12 | Jun 2020 | In March 2019, it was determined that the project cannot be managed as a service contract. Additional time is needed to prepare project for a traditional advertise, bid, and award process. The work involved includes developing approved plans, specifications, and estimate, delaying construction and construction support until June 2020. |
| 26 | 03 | Sacramento | 80 | | 2H570 | 6717 | 03 1700 0157 | Mobility | Con, Con Sup | 12 | Jun 2020 | In March 2019, it was determined that the project cannot be managed as a service contract. Additional time is needed to prepare project for a traditional advertise, bid, and award process. The work involved includes developing approved plans, specifications, and estimate, delaying construction and construction support until June 2020. |
| 27 | 03 | Sacramento | 99 | 4.9 | 3F540 | 6916 | 03 1300 0136 | Bridge | Con, Con Sup | 4 | Oct 2019 | In April 2018, it was determined that additional time would be needed to acquire California Department of Fish and Wildlife (CDFW) 1600 permit and Initial Take Permits (ITP). Delays were due to the change in CDFW requirements and prolonged negotiations. Beginning in October 2018, staff increased prioritization efforts and began a continual statusing effort with agencies to resolve any changes more expeditiously. This delayed construction and construction support until October 2019. |
| 28 | 03 | Yuba | 20 | 13.3/R17.8 | 0A570 | 9579 | 03 0002 0593 | Roadway | Con, Con Sup | 4 | Oct 2019 | In July 2018, it was determined that outstanding PG&E easements and acquisitions was a major risk to address necessary utility relocations. Additional time is needed due to PG&E's difficulty to acquire property rights in the wake of the bankruptcy filing that requires PG&E to seek approval of funds from bankruptcy court. The 1600 permit is also pending from California Deparment of Fish and Wildlife (CDFW), with an anticipated target of 8/1/2019. Focused meetings and coordination with permitting agencies and external stakeholders are occurring. This delayed construction and construction support until October 2019. |

# Time Extension/Waiver - Project Construction and Support Allocation Deadline

| Project Phase No. | District | County | Route | Post Miles | EA | PPNO | Project ID | Program Category | Phase | Requested Months | Extended Deadline | Justification |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 29 | 03 | Yuba | 70 | 14.9/15.6 | 0H160 | 9820 | 03 1500 0082 | Roadway | PS&E | 19 | Jan 2021 | Early in the PA&ED phase, it was discovered that this project requires numerous and complex technical studies for environmental determination. Additional time is required for extensive coordination with railroad to construct two railroad structures and two temporary railroad structures. The project also impacts Marysville Ring Levee involving multiple stakeholders. The delay to PA&ED completion is delaying the start of PS&E and R/W Support phases until January 2021.<br><br>(Concurrent amendment under SHOPP Amendment 18H-010) |
| 30 | 03 | Yuba | 70 | 14.9/15.6 | 0H160 | 9820 | 03 1500 0082 | Roadway | RW Sup | 19 | Jan 2021 | Early in the PA&ED phase, it was discovered that this project requires numerous and complex technical studies for environmental determination. Additional time is required for extensive coordination with railroad to construct two railroad structures and two temporary railroad structures. The project also impacts Marysville Ring Levee involving multiple stakeholders. The delay to PA&ED completion is delaying the start of PS&E and R/W Support phases until January 2021.<br><br>(Concurrent amendment under SHOPP Amendment 18H-010) |
| 31 | 03 | Yuba | 70 | 16.2/25.8 | 4F380 | 9819 | 03 1400 0153 | Collision | PS&E | 4 | Oct 2019 | In early 2018, the environmental document changed from Initial Study (IS) to Environmental Impact Report (EIR) due to extensive public controversy resulting in the increased complexity of environmental technical studies and delaying the PA&ED phase. Additional time is needed to review and address comments after completion of draft environmental document review period. The delay to PA&ED completion is delaying the start of PS&E and R/W Support phases until October 2019.<br><br>(Concurrent COS allocation under Resolution FP-18-81)<br>(Concurrent amendment under SHOPP Amendment 18H-010)<br>(Concurrent R/W Cap allocation under Resolution FP-18-82) |
| 32 | 03 | Yuba | 70 | 16.2/25.8 | 4F380 | 9819 | 03 1400 0153 | Collision | RW Sup | 4 | Oct 2019 | In early 2018, the environmental document changed from Initial Study (IS) to Environmental Impact Report (EIR) due to extensive public controversy resulting in the increased complexity of environmental technical studies and delaying the PA&ED phase. Additional time is needed to review and address comments after completion of draft environmental document review period. The delay to PA&ED completion is delaying the start of PS&E and R/W Support phases until October 2019.<br><br>(Concurrent COS allocation under Resolution FP-18-81)<br>(Concurrent amendment under SHOPP Amendment 18H-010)<br>(Concurrent R/W Cap allocation under Resolution FP-18-82) |

# Time Extension/Waiver - Project Construction and Support Allocation Deadline

| Project Phase No. | District | County | Route | Post Miles | EA | PPNO | Project ID | Program Category | Phase | Requested Months | Extended Deadline | Justification |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 33 | 04 | Alameda | 84 | 10.8/18.0 | 2A332 | 0076B | 04 1400 0039 | Collision | Con, Con Sup | 20 | Feb 2021 | The environmental document is being legally challenged by the Alameda Creek Alliance impacting the environmental permits. In late May 2019, after the initial approval of the Stonybrook Creek's channel design by National Marine Fisheries Service (NMFS), the Regional Water Quality Control Board (RWQCB) requested removal of concrete remnants from the channel that remained after a previous project. Additional time is required to design access road, water diversion plans, and stream restoration plans. The resource agencies will need to review the new design before issuing Biological Opinion (BO), 1602 permit, Incidental Take Permit (ITP), 404 permit, and 401 permit. In addition, 17 months are required for R/W acquisitions for the access road and water diversion. This will delay construction and construction support until February 2021. |
| 34 | 04 | Alameda | 84 | 13.0/13.6 | 16030 | 0084B | 04 0000 0429 | Bridge | Con, Con Sup | 14 | Aug 2020 | The environmental document is being legally challenged by the Alameda Creek Alliance impacting the environmental permits. In March 2019, National Marine Fisheries Service (NMFS) requested additional changes for the restoration of Alameda Creek, and requested a conceptual channel design plan. NMFS has subsequently required several revisions to the conceptual channel design plan. In June 2019, NMFS indicated that they will require 120 days to grant Biological Opinion (BO) after accepting the final version of the plan. The 401 and 404 permits are dependent on the issuance of the BO. After the Department receives all environmental permits, additional time will be needed to fully incorporate permit conditions which will likely involve revisions, and potentially a need to split mitigation and channel restoration work. This will delay construction and construction support until August 2020. |
| 35 | 04 | Alameda | 880 | 30.8 | 4A800 | 0050N | 04 0000 1164 | Bridge | Con, Con Sup | 20 | Feb 2021 | After company reorganization and staffing changes at Union Pacific Railroad (UPRR) in May 2019, new staff proposed a major design change to replace the bridge on a new alignment, which could require resubmittal to resource agencies for the environmental permits. In addition, the Department continues to negotiate utility agreements, utility relocation plans, and utility easement land acquisitions for two petroleum pipelines and a communication line. Furthermore, the relocation plans will need to be reviewed and approved by UPRR. Additional time is also needed to complete a new construction agreement with UPRR that had previously expired. UPRR is expected to approve the final design by November 2020. This will delay construction and construction support until February 2021. |
| 36 | 04 | Santa Clara | 9 | 4.9 | 3G630 | 0386F | 04 1200 0409 | Bridge | PS&E | 9 | Mar 2020 | After the close of the public comment period in April 2018, additional time was needed to determine the preferred alternative due to the extensive amount of public comments and strong interest in keeping original historical character of the existing bridge. As a result, innovative and complex design alternatives were developed. Review of the preferred alternative by State Office of Historic Preservation (OHP) could take as much as six months, with projected completion of PA&ED in January 2020. Delay to PA&ED is delaying the start of PS&E and RW Support phases until March 2020. |

# Time Extension/Waiver - Project Construction and Support Allocation Deadline

| Project Phase No. | District | County | Route | Post Miles | EA | PPNO | Project ID | Program Category | Phase | Requested Months | Extended Deadline | Justification |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 37 | 04 | Santa Clara | 9 | 4.9 | 3G630 | 0386F | 04 1200 0409 | Bridge | RW Sup | 9 | Mar 2020 | After the close of the public comment period in April 2018, additional time was needed to determine the preferred alternative due to the extensive amount of public comments and strong interest in keeping original historical character of the existing bridge. As a result, innovative and complex design alternatives were developed. Review of the preferred alternative by State Office of Historic Preservation (OHP) could take as much as six months, with projected completion of PA&ED in January 2020. Delay to PA&ED is delaying the start of PS&E and RW Support phases until March 2020. |
| 38 | 04 | Santa Clara | 280 | 11.5/20.6 | 3J320 | 0449A | 04 1500 0131 | Roadway | Con, Con Sup | 4 | Oct 2019 | In May 2019, it was determined that additional time is required to incorporate changes to cost and the project plans due to the Department's recent work zone safety initiative on providing a buffer lane during construction. Additional time is also required to evaluate late comments from a local partner. This will delay construction and construction support until October 2019. |
| 39 | 04 | Solano | 80 | 1.8/4.4 | 0J710 | 0481R | 04 1400 0029 | Bridge | Con, Con Sup | 4 | Oct 2019 | During a coordination meeting with the City of Vallejo (City) in March 2019, it was learned that the City has previously unknown fiber optic communication lines that cross Route 80 on three bridges that will be extensively impacted by the proposed project. The City is unable to allow these three lines to be shut-down for any period of time. Department and City staff worked to develop a solution to bypass the impacted bridges during construction. An expedited utility relocation plan is being discussed with the City. Utility certification is subject to the City's timeline in securing their concurrence for the relocation plan and budgetary approval from their Board, delaying the project Ready to List (RTL) date by four months until October 2019.<br><br>(Concurrent COS Extension request under Attachment 3) |
| 40 | 04 | Sonoma | 1 | 26.7/27.0 | 0J300 | 0482T | 04 1300 0433 | Major Damage | PS&E | 14 | Dec 2020 | In August 2018 the Department's field surveying crews became impacted with high workload and low staffing levels. The delayed topographical surveys are necessary to define the project impacts footprint before environmental studies can begin, thus delaying the completion of PA&ED. The project also requires an outstanding biological opinion from the US Fish and Wildlife Service (USFWS) which will require approximatly 9 to 12 months lead time before completion of PA&ED. In addition, time is needed to incorporate project features consistent with the recently approved Sonoma State Route 1 Storm Damage Guidelines. Subsequently, PA&ED completion has been delayed from April 2019 to June 2020, resulting in delaying the start of PS&E and R/W Support phases until December 2020. |

# Time Extension/Waiver - Project Construction and Support Allocation Deadline

| Project Phase No. | District | County | Route | Post Miles | EA | PPNO | Project ID | Program Category | Phase | Requested Months | Extended Deadline | Justification |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 41 | 04 | Sonoma | 1 | 26.7/27.0 | 0J300 | 0482T | 04 1300 0433 | Major Damage | RW Sup | 14 | Dec 2020 | In August 2018 the Department's field surveying crews became impacted with high workload and low staffing levels. The delayed topographical surveys are necessary to define the project impacts footprint before environmental studies can begin, thus delaying the completion of PA&ED. The project also requires an outstanding biological opinion from the US Fish and Wildlife Service (USFWS) which will require approximatly 9 to 12 months lead time before completion of PA&ED. In addition, time is needed to incorporate project features consistent with the recently approved Sonoma State Route 1 Storm Damage Guidelines. Subsequently, PA&ED completion has been delayed from April 2019 to June 2020, resulting in delaying the start of PS&E and R/W Support phases until December 2020. |
| 42 | 04 | Sonoma | 101 | 9.0 | 0J100 | 0481B | 04 1300 0408 | Major Damage | Con, Con Sup | 4 | Oct 2019 | In February 2019, it was determined that the project Consistency Determination from California Department of Fish and Willife (CDF&W) will cause a delay to the project schedule. The consistency determination is necessary for environmental permits and the Ready to List (RTL) milestone. This will delay construction and construction support until October 2019. |
| 43 | 04 | Sonoma | 101 | 29.3/R54.3 | 0J642 | 1482F | 04 1400 0476 | Roadway | Con, Con Sup | 4 | Oct 2019 | Adiitional time is required to resolve a California Department of Fish and Wildlife (CDFW) 1602 permit condition. CDFW is requiring elimination of the Rock Slope Protection (RSP) fabric on the RSP installation at the drainage culvert outfalls. However, the RSP fabric is needed for the stability and effectiveness. CDFW is concerned that the buried fabric will become exposed over time and create a hazard to small animals and birds. The Department is working closely with CDFW to resolve this issue and obtain the permit by July 2019. This would delay the project Ready to List (RTL) and construction allocation until the October 2019 CTC meeting. |
| 44 | 05 | Monterey | 1 | 39.8/74.6 | 1F680 | 2534 | 05 1400 0046 | Roadway | Con, Con Sup | 20 | Feb 2021 | In April 2019, the California Coastal Commission (CCC) notified the Department of new requirements for issuance of their consolidated permit. Studies due to the new CCC requirements require additional time to conduct, evaluate, review and approve the endangered species impacts by the Department and regulatory agencies. Approval is anticipated by winter 2020-21. This will delay construction and construction support until February 2021. |
| 45 | 05 | Monterey | 101 | R41.5/49.8 | 0T991 | 2312Y | 05 1600 0125 | Collision | PS&E | 20 | Feb 2021 | In Fall 2018, the overlapped work area of 05-0T991 and 05-1C960 (seismic retrofit) was discovered. To avoid obliteration of new landscaping installed by 05-0T991, it was determined that a delay in construction would be best. At the May 2019 CTC meeting, an amendment was approved to delay construction until 2021-22, PS&E was unable to change due to it being in the current fiscal year. Additional time is requested to February 2021 to align the completion of PS&E with the completion of 05-1C960. |

# Time Extension/Waiver - Project Construction and Support Allocation Deadline

| Project Phase No. | District | County | Route | Post Miles | EA | PPNO | Project ID | Program Category | Phase | Requested Months | Extended Deadline | Justification |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 46 | 05 | San Benito | 25 | 18.8/19.1 | 1H810 | 2697 | 05 1600 0164 | Collision | PS&E | 16 | Oct 2020 | In July 2018 it was determined cultural resources impacts were unable to be avoided and would delay the completion of PA&ED. Coordination efforts with the tribal community determined that more complex archaeological studies will be required for environmental clearance. This delay was documented and an amendment was processed to postpone project construction; PS&E and R/W Support were unable to move as they were programmed in the current fiscal year. Additional time is requested to October 2020 to align the start of PS&E and R/W Support with the completion of PA&ED. |
| 47 | 05 | San Benito | 25 | 18.8/19.1 | 1H810 | 2697 | 05 1600 0164 | Collision | RW Sup | 16 | Oct 2020 | In July 2018 it was determined cultural resources impacts were unable to be avoided and would delay the completion of PA&ED. Coordination efforts with the tribal community determined that more complex archaeological studies will be required for environmental clearance. This delay was documented and an amendment was processed to postpone project construction; PS&E and R/W Support were unable to move as they were programmed in the current fiscal year. Additional time is requested to October 2020 to align the start of PS&E and R/W Support with the completion of PA&ED. |
| 48 | 05 | Santa Barbara | 101 | 46.9 | 1E010 | 2462 | 05 1300 0024 | Collision | Con, Con Sup | 4 | Oct 2019 | In May 2019, a conflict with an abandoned gas line was discovered. Additional time until October 2019 is needed to redesign the project to avoid conflict with the utility. |
| 49 | 06 | Kern | 184 | 8.1/12.1 | 0U430 | 6798 | 06 1600 0033 | Roadway | PS&E | 19 | Jan 2021 | In March 2019, at the completion of the first year of biological surveys, the California Department of Fish and Wildlife and the United States Fish and Wildlife Service required an additional season of biological surveys. Additional time until January 2021 is requested to align PS&E allocation with the new anticipated completion of PA&ED in December 2020. |
| 50 | 06 | Kern | 184 | 8.1/12.1 | 0U430 | 6798 | 06 1600 0033 | Roadway | RW Sup | 19 | Jan 2021 | In March 2019, at the completion of the first year of biological surveys, the California Department of Fish and Wildlife and the United States Fish and Wildlife Service required an additional season of biological surveys. Additional time until January 2021 is requested to align RW Support allocation with the new anticipated completion of PA&ED in December 2020. |
| 51 | 06 | Kern | 223 | 21.0/21.3 | 0S510 | 6709 | 06 1400 0162 | Collision | Con, Con Sup | 12 | Jun 2020 | In March 2019, delays in railroad agreements with United Pacific Railroad (UPRR) and San Joaquin Valley Railroad (SJVR) affected project design completion. Initially the Department was directed by UPRR to coordinate with SJVR, subsequent restructuring by UPRR has now required the Department to seek approval from UPRR. The agreement is anticipated to be completed in November 2019, once approved the Department will need to finalize design. This will delay construction and construction support until June 2020. |
| 52 | 06 | Madera | 99 | 13.1/19.6 | 0U520 | 6789 | 06 1600 0003 | Roadway | Con, Con Sup | 18 | Dec 2020 | This project is adjacent to 06-47090 (STIP) and has a two mile overlap on mainline and interchanges. In early design funding for 06-47090 was uncertain so 06-0U520 proceeded with design. In October 2018, STIP project 06-47090 was funded. With 06-47090 moving forward, additional time is being needed until December 2020 to complete the construction of 06-47090 before beginning construction on 06-0U520. |

# Time Extension/Waiver - Project Construction and Support Allocation Deadline

| Project Phase No. | District | County | Route | Post Miles | EA | PPNO | Project ID | Program Category | Phase | Requested Months | Extended Deadline | Justification |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 53 | 07 | Los Angeles | 1 | 0.0/19.0 | 32160 | 4998 | 07 1600 0049 | Roadway | PS&E | 12 | Jun 2020 | In November 2018, it was determined that PA&ED would be delayed due to the need for extensive surveys for over 500 curb ramps. Design-level surveys would be done concurrently with the planning surveys in order to mitigate any risk to the delivery schedule. PA&ED completion is scheduled for June 2020, delaying PS&E until June 2020. |
| 54 | 07 | Los Angeles | 1 | 0.0/19.0 | 32160 | 4998 | 07 1600 0049 | Roadway | RW Sup | 12 | Jun 2020 | In November 2018, it was determined that PA&ED would be delayed due to the need for extensive surveys for over 500 curb ramps. Design-level surveys would be done concurrently with the planning surveys in order to mitigate any risk to the delivery schedule. PA&ED completion is scheduled for June 2020, delaying RW Support until June 2020. |
| 55 | 07 | Los Angeles | 1 | 19.0/33.3 | 32580 | 5034 | 07 1600 0090 | Roadway | PS&E | 12 | Jun 2020 | In November 2018, it was determined that PA&ED would be delayed due to the need for extensive surveys for approximately 120 curb ramps. PA&ED completion is scheduled for June 2020, delaying PS&E until June 2020. |
| 56 | 07 | Los Angeles | 1 | 19.0/33.3 | 32580 | 5034 | 07 1600 0090 | Roadway | RW Sup | 12 | Jun 2020 | In November 2018, it was determined that PA&ED would be delayed due to the need for extensive surveys for approximately 120 curb ramps. PA&ED completion is scheduled for June 2020, delaying RW Support until June 2020. |
| 57 | 07 | Los Angeles | 14 | R31.4/36.5 | 32000 | 4976 | 07 1600 0029 | Collision | PS&E | 6 | Dec 2019 | Delay to PA&ED phase is delaying start to PS&E and RW Support phase to December 2019. In March 2019, it was realized that due to overlapping work limits with adjacent project (2020 SHOPP candidate EA 07-35240), scope changes are needed to eliminate metal beam guardrail replacement, and include vehicle maintenance pullouts, rockfall drapery, and concrete barrier. PA&ED completion is scheduled for October 2019. |
| 58 | 07 | Los Angeles | 14 | R31.4/36.5 | 32000 | 4976 | 07 1600 0029 | Collision | RW Sup | 6 | Dec 2019 | Delay to PA&ED phase is delaying start to PS&E and RW Support phase to December 2019. In March 2019, it was realized that due to overlapping work limits with adjacent project (2020 SHOPP candidate EA 07-35240), scope changes are needed to eliminate metal beam guardrail replacement, and include vehicle maintenance pullouts, rockfall drapery, and concrete barrier. PA&ED completion is scheduled for October 2019. |
| 59 | 07 | Los Angeles | 39 | 32.2/38.4 | 32760 | 5046 | 07 1600 0132 | Collision | PS&E | 6 | Dec 2019 | In March 2019, it was determined that more time would be necessary to complete field reviews, which were hampered by weather delays and flooding. Additional personnel have been added to the team. PA&ED is scheduled to be completed by January 2020, delaying PS&E until December 2019. |
| 60 | 07 | Los Angeles | 91 | R10.2/R10.4 | 30160 | 4704 | 07 1400 0024 | Bridge | PS&E | 20 | Feb 2021 | In October 2018, the Department discovered that a higher-level environmental document was necessary due to the retrofit work on Gaffey Street Bridge, a classified historic bridge. The Department considered downscoping the project to eliminate work on the bridge, but the development team determined the retrofit was necessary. In addition, the Department must obtain a railroad agreement in order to complete PA&ED. The envinronmental document will be completed in September 2020, delaying PS&E until February 2021. |

# Time Extension/Waiver - Project Construction and Support Allocation Deadline

| Project Phase No. | District | County | Route | Post Miles | EA | PPNO | Project ID | Program Category | Phase | Requested Months | Extended Deadline | Justification |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 61 | 07 | Los Angeles | 91 | R10.2/R10.4 | 30160 | 4704 | 07 1400 0024 | Bridge | RW Sup | 20 | Feb 2021 | In October 2018, the Department discovered that a higher-level environmental document was necessary due to the retrofit work on Gaffey Street Bridge, a classified historic bridge. The Department considered downscoping the project to eliminate work on the bridge, but the development team determined the retrofit was necessary. In addition, the Department must obtain a railroad agreement in order to complete PA&ED. The envinronmental document will be completed in September 2020, delaying RW Support until February 2021. |
| 62 | 07 | Los Angeles | 101 | | 34240 | 5287 | 07 1700 0277 | Facilities | Con, Con Sup | 12 | Jun 2020 | In April 2019, district Project Management met with the Division of Procurement and Contracts (DPAC) to discuss delivery of this project by service contract. Due to the nature of the work, all work needs to be done during dry months, and additional time is needed to finalize the scope, develop specifications, and secure the service contract, delaying construction and construction support until June 2020. |
| 63 | 07 | Los Angeles | 101 | | 34240 | 5287 | 07 1700 0277 | Facilities | RW Sup | 4 | Oct 2019 | In April 2019, district Project Management met with the Division of Procurement and Contracts (DPAC) to discuss delivery of this project by service contract. Due to the nature of the work, all work needs to be done during dry months, and additional time is needed to finalize the scope, develop specifications, and secure the service contract, delaying RW Support until October 2019. |
| 64 | 07 | Los Angeles | 101 | | 34400 | 5379 | 07 1800 0042 | Facilities | Con, Con Sup | 6 | Dec 2019 | In May 2019, it was determined that more time would be needed to complete development of the service contract with the Division of Procurement and Contracts (DPAC). This is atypical work for the Department, and more time is needed to develop the scope and specifications. DPAC has assigned a service contract analyst to help expedite the contract. This will delay construction and construction support until December 2019. |
| 65 | 07 | Los Angeles | 103 | 0.1 | 32250 | 5004 | 07 1600 0056 | Bridge | RW Sup | 12 | Jun 2020 | In late 2018, it was realized that negotiations were taking longer than anticipated to gain access rights with Union Pacific Railroad, Port of Long Beach, and Ultramar Oil Refinery. Design support is expediting the necessary R/W information, but RW Support will be delayed until June 2020. |
| 66 | 07 | Los Angeles | 110 | 25.8/30.6 | 33150 | 5083 | 07 1600 0231 | Collision | PS&E | 20 | Feb 2021 | In August 2018, the Department realized that the completion of PA&ED was going to take longer than originally planned. More time would be needed to complete a Value Engineering study, evaluate project alternatives, and complete a higher level environmental document, including presenting the project to the State Historic Preservation Officer (SHPO) for approval. PA&ED completion is scheduled for May 2021. This will delay PS&E until February 2021. |
| 67 | 07 | Los Angeles | 110 | 25.8/30.6 | 33150 | 5083 | 07 1600 0231 | Collision | RW Sup | 20 | Feb 2021 | In August 2018, the Department realized that the completion of PA&ED was going to take longer than originally planned. More time would be needed to complete a Value Engineering study, evaluate project alternatives, and complete a higher level environmental document, including presenting the project to the State Historic Preservation Officer (SHPO) for approval. PA&ED completion is scheduled for May 2021. This will delay RW Support until February 2021. |

# Time Extension/Waiver - Project Construction and Support Allocation Deadline

| Project Phase No. | District | County | Route | Post Miles | EA | PPNO | Project ID | Program Category | Phase | Requested Months | Extended Deadline | Justification |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 68 | 07 | Ventura | 1 | 4.0/4.2 | 31820 | 4930 | 07 1500 0286 | Major Damage | PS&E | 4 | Oct 2019 | In December 2018, it was discovered that geotechnical investigations and drilling were taking longer than expected due to difficult subsurface conditions and traffic constraints. Additionally, comments and comment resolution on the environmental document took longer than expected. The department is closely monitoring the completion of PA&ED. This will delay PS&E until October 2019. |
| 69 | 07 | Ventura | 1 | 4.0/4.2 | 31820 | 4930 | 07 1500 0286 | Major Damage | RW Sup | 4 | Oct 2019 | In December 2018, it was discovered that geotechnical investigations and drilling were taking longer than expected due to difficult subsurface conditions and traffic constraints. Additionally, comments and comment resolution on the environmental document took longer than expected. The department is closely monitoring the completion of PA&ED. This will delay RW Support until October 2019. |
| 70 | 07 | Ventura | 1 | 21.5 | 31960 | 4972 | 07 1600 0025 | Bridge | PS&E | 4 | Oct 2019 | In January 2019, while the scope was being refined, it was determined that the bridge columns will need to be retrofitted, and the updated design and planning is taking longer than originally anticipated. PA&ED is expected to complete by July 2019, delaying PS&E until October 2019. |
| 71 | 07 | Ventura | 1 | 21.5 | 31960 | 4972 | 07 1600 0025 | Bridge | RW Sup | 4 | Oct 2019 | In January 2019, while the scope was being refined, it was determined that the bridge columns will need to be retrofitted, and the updated design and planning is taking longer than originally anticipated. PA&ED is expected to complete by July 2019, delaying RW Support until October 2019. |
| 72 | 07 | Ventura | 33 | 7.6 | 29130 | 4496 | 07 1200 0083 | Bridge | Con, Con Sup | 6 | Dec 2019 | In March 2018, San Antonio Creek was newly identified as a priority fish passage location for remediation. As a result, the project has been re-designed multiple times to meet fish passage requirements. The current design is still under discussion with California Department of Fish and Wildlife (CDFW). It is anticipated that CDFW will issue a permit by the end of August 2019. This will delay construction and construction support until December 2019. |
| 73 | 07 | Ventura | 101 | 0.9/R39.2 | 33110 | 5082 | 07 1600 0225 | Collision | PS&E | 6 | Dec 2019 | In April 2019, it was determined that if this project were to be combined with Project EA 33900, more guardrail locations can be upgraded. PA&ED is scheduled to be completed by September 2019, delaying PS&E until December 2019, delaying PS&E until December 2019. |
| 74 | 07 | Ventura | 150 | 16.6/34.4 | 30670 | 4746 | 07 1400 0179 | Mandates | PS&E | 9 | Mar 2020 | In April 2019, the Department discovered that surveys were taking longer than expected. Boundary surveys are needed for 61 parcels and 60 Temporary Construction Easements (TCEs) on a route where historic records are not readily available. PA&ED is expected to complete in March 2020, delaying PS&E until March 2020. |
| 75 | 07 | Ventura | 150 | 16.6/34.4 | 30670 | 4746 | 07 1400 0179 | Mandates | RW Sup | 9 | Mar 2020 | In April 2019, the Department discovered that surveys were taking longer than expected. Boundary surveys are needed for 61 parcels and 60 Temporary Construction Easements (TCEs) on a route where historic records are not readily available. PA&ED is expected to complete in March 2020, delaying RW Support until March 2020. |
| 76 | 08 | San Bernardino | 215 | | 0K840 | 3001P | 08 0002 0563 | Facilities | Con, Con Sup | 4 | Oct 2019 | In May 2019, the State Fire Marshall provided comments on the fire sprinkler canopy design. The Department plans to re-submit plans in mid-July to obtain State Fire Marshall approval in time for submission for the October 2019 CTC meeting. |

# Time Extension/Waiver - Project Construction and Support Allocation Deadline

| Project Phase No. | District | County | Route | Post Miles | EA | PPNO | Project ID | Program Category | Phase | Requested Months | Extended Deadline | Justification |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 77 | 10 | San Joaquin | 4 | R16.6/R17.8 | 1C860 | 3198 | 10 1600 0023 | Bridge | Con, Con Sup | 6 | Dec 2019 | In July 2018, it was determined delays in United Pacific Railroad (UPRR) response could affect project completion. Coordination efforts are ongoing to seek approval from UPRR of proposed work. Delays in UPRR response, due to massive layoffs and staff changes, have resulted in late receipt of UPRR comments in February 2019. New requirements now require the Department to submit 30%, 60%, and 90% design review. Each design review could take up to four weeks each, totaling three months, therefore the earliest request for allocation would be December 2019 CTC meeting. |
| 78 | 10 | San Joaquin | 99 | 30.9/31.3 | 1C280 | 3145 | 10 1400 0134 | Mobility | Con, Con Sup | 12 | Jun 2020 | In June 2019, the Department was notified that a four inch transmission high pressure gas line is active and not abandoned as previously reported by PG&E. Additional time is needed to allow PG&E to prepare relocation plans and remove the gas line from the bridge structure. This will delay construction and construction support until June 2020. |
| 79 | 10 | Stanislaus | 5 | 27.0/27.5 | 0W630 | 3009 | 10 1200 0021 | Collision | Con, Con Sup | 4 | Oct 2019 | It is necessary for project 10-1G722 to be completed before 10-0W630 can begin. The requested time extension is required to complete 10-1G722 and provide the power for 10-0W630. The anticipated completion of 10-1G722 is Winter 2019-20. This will delay construction and construction support until October 2019. |
| 80 | 10 | Stanislaus | 99 | | 1G440 | 3286 | 10 1800 0083 | Mobility | PS&E | 4 | Oct 2019 | In July 2018, design staff determined that Bluethooth based technology systems for travel information are unreliable based on newly conducted studies. Because of these findings the scope of work has changed to install traditional Trasportation Managment Systems (TMS) elements. Due to this change in scope, additional time is being requested to complete environmental clearance, delaying PS&E until October 2019. |
| 81 | 10 | Stanislaus | 99 | | 1G440 | 3286 | 10 1800 0083 | Mobility | RW Sup | 4 | Oct 2019 | In July 2018, design staff determined that Bluethooth based technology systems for travel information are unreliable based on newly conducted studies. Because of these findings the scope of work has changed to install traditional Trasportation Managment Systems (TMS) elements. Due to this change in scope, additional time is being requested to complete environmental clearance, delaying RW Support until October 2019. |
| 82 | 11 | San Diego | 5 | R55.6/R70.0 | 43001 | 1265 | 11 1700 0116 | Collision | PS&E | 9 | Mar 2020 | In February 2019, the Department realized that the Coastal Commission review process is requiring more time to obtain approval. State Parks and Camp Pendleton Marine base also needed additional time for their review prior to Coastal Commission review. The approved permit and PA&ED completion is ancitipated by October 31, 2019, delaying PS&E until March 2020. |
| 83 | 11 | San Diego | 8 | R23.0/R61.3 | 42210 | 1194 | 11 1500 0178 | Culvert(s) | PS&E | 4 | Oct 2019 | In January 2019, the Department realized that the extensive coordination with Native American tribes is taking longer than anticipated. The Department has notified the tribe that access to tribal lands is necessary to obtain environmental certification and keep the project on schedule. Consultants have been added to expedite PA&ED, but PS&E will be delayed until October 2019. |

# Time Extension/Waiver - Project Construction and Support Allocation Deadline

| Project Phase No. | District | County | Route | Post Miles | EA | PPNO | Project ID | Program Category | Phase | Requested Months | Extended Deadline | Justification |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 84 | 11 | San Diego | 8 | R23.0/R61.3 | 42210 | 1194 | 11 1500 0178 | Culvert(s) | RW Sup | 4 | Oct 2019 | In January 2019, the Department realized that the extensive coordination with Native American tribes is taking longer than anticipated. The Department has notified the tribe that access to tribal lands is necessary to obtain environmental certification and keep the project on schedule. Consultants have been added to expedite PA&ED, but RW Support will be delayed until October 2019. |

# Time Extension/Waiver - Project Construction Allocation Deadline

| Project Phase No. | District | County | Route | Post Miles | EA | PPNO | Project ID | Program Category | Phase | Requested Months | Extended Deadline |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 01 | Humboldt | 101 | R17.9/87.8 | 0E770 | 2400 | 01 1500 0009 | Bridge | Con, Con Sup | 2 | Aug 2019 |
| 2 | 01 | Humboldt | 101 | 78.0/79.8 | 0E040 | 2380 | 01 1300 0100 | Roadway | Con, Con Sup | 2 | Aug 2019 |
| 3 | 01 | Humboldt | 101 | 78.1/79.6 | 0E680 | 2393 | 01 1400 0123 | Collision | Con, Con Sup | 2 | Aug 2019 |
| 4 | 01 | Humboldt | 101 | 124.5 | 0F960 | 2447 | 01 1600 0109 | Bridge | Con, Con Sup | 2 | Aug 2019 |
| 5 | 01 | Lake | 20 | | 0E850 | 7018 | 01 1500 0037 | Collision | Con, Con Sup | 2 | Aug 2019 |
| 6 | 01 | Mendocino | 1 | 62.1/78.9 | 36270 | 0154T | 01 1600 0031 | Roadway | Con, Con Sup | 2 | Aug 2019 |
| 7 | 01 | Mendocino | 20 | 16.9/17.2 | 0E860 | 4613 | 01 1500 0038 | Collision | Con, Con Sup | 2 | Aug 2019 |
| 8 | 01 | Mendocino | 101 | R0.1/R9.6 | 46630 | 4442 | 01 1600 0024 | Roadway | Con, Con Sup | 2 | Aug 2019 |
| 9 | 01 | Mendocino | 162 | 17.4/17.8 | 0G480 | 4652 | 01 1700 0009 | Collision | Con, Con Sup | 2 | Aug 2019 |
| 10 | 02 | Lassen | 299 | | 1H110 | 3600 | 02 1500 0106 | Facilities | Con, Con Sup | 2 | Aug 2019 |
| 11 | 02 | Trinity | 299 | | 4G610 | 3555 | 02 1400 0028 | Collision | Con, Con Sup | 2 | Aug 2019 |
| 12 | 03 | Nevada | 80 | 29.1/29.4 | 3F250 | 4287 | 03 1200 0133 | Roadway | Con, Con Sup | 2 | Aug 2019 |
| 13 | 03 | Yolo | 16 | 4.0 | 3H460 | 8668 | 03 1800 0002 | Major Damage | Con, Con Sup | 2 | Aug 2019 |
| 14 | 04 | Alameda | 13 | T9.8/10.8 | 2G660 | 0144A | 04 0002 1103 | Mandates | Con, Con Sup | 2 | Aug 2019 |
| 15 | 04 | Alameda | 13 | | 3J110 | 1487Q | 04 1500 0088 | Collision | Con, Con Sup | 2 | Aug 2019 |
| 16 | 04 | Alameda | 84 | | 1J600 | 0448R | 04 1400 0287 | Collision | Con, Con Sup | 2 | Aug 2019 |
| 17 | 04 | Alameda | 185 | | 3J190 | 1487P | 04 1500 0099 | Collision | Con, Con Sup | 2 | Aug 2019 |
| 18 | 04 | Alameda | 880 | 4.8/11.3 | 2J810 | 1483N | 04 1500 0008 | Collision | Con, Con Sup | 2 | Aug 2019 |
| 19 | 04 | Contra Costa | 24 | 1.0/R2.5 | 1J990 | 1418C | 04 1400 0411 | Collision | Con, Con Sup | 2 | Aug 2019 |
| 20 | 04 | Marin | 1 | | 2G690 | 0434H | 04 0002 1211 | Mandates | Con, Con Sup | 2 | Aug 2019 |
| 21 | 04 | Napa | 29 | 37.0 | 3G64A | 0587M | 04 1600 0349 | Bridge | Con, Con Sup | 2 | Aug 2019 |
| 22 | 04 | San Francisco | 1 | 6.3/6.6 | 3J300 | 1490A | 04 1500 0147 | Roadway | Con, Con Sup | 2 | Aug 2019 |
| 23 | 04 | San Francisco | 101 | 2.0 | 3G620 | 0587D | 04 1200 0141 | Bridge | Con, Con Sup | 2 | Oct 2019 |
| 24 | 04 | Santa Clara | 85 | 18.0/24.1 | 2G730 | 0434G | 04 0002 1202 | Mandates | Con, Con Sup | 2 | Aug 2019 |
| 25 | 04 | Sonoma | 12 | 9.5/31.3 | 0J680 | 0480E | 04 1400 0025 | Collision | Con, Con Sup | 2 | Aug 2019 |
| 26 | 04 | Sonoma | 37 | 2.6 | 1A210 | 0763L | 04 1400 0487 | Mobility | Con, Con Sup | 2 | Aug 2019 |
| 27 | 05 | Monterey | Var | | 1G310 | 2595 | 05 1400 0140 | Collision | Con, Con Sup | 2 | Aug 2019 |
| 28 | 05 | San Luis Obispo | 41 | 14.2/15.9 | 1F630 | 2532 | 05 1400 0040 | Mandates | Con, Con Sup | 2 | Aug 2019 |
| 29 | 05 | San Luis Obispo | 101 | 63.5/65.2 | 0G041 | 0040C | 05 1500 0019 | Roadway | Con, Con Sup | 2 | Aug 2019 |
| 30 | 05 | Santa Barbara | Var | | 1G300 | 2594 | 05 1400 0138 | Collision | Con, Con Sup | 2 | Aug 2019 |
| 31 | 07 | Los Angeles | 1 | 3.5 | 29910 | 4632 | 07 1300 0302 | Collision | Con, Con Sup | 2 | Aug 2019 |
| 32 | 07 | Los Angeles | 1 | | 30490 | 4722 | 07 1400 0086 | Mandates | Con, Con Sup | 2 | Aug 2019 |
| 33 | 07 | Los Angeles | 10 | S0.4/21.1 | 30430 | 4716 | 07 1400 0058 | Collision | Con, Con Sup | 2 | Aug 2019 |
| 34 | 07 | Los Angeles | 57 | R0.0/R4.5 | 30450 | 4718 | 07 1400 0067 | Roadway | Con, Con Sup | 2 | Aug 2019 |
| 35 | 07 | Los Angeles | 66 | 0.0/3.2 | 30650 | 4744 | 07 1400 0177 | Mandates | Con, Con Sup | 2 | Aug 2019 |
| 36 | 07 | Los Angeles | 101 | 1.7/6.8 | 31140 | 4814 | 07 1500 0010 | Mandates | Con, Con Sup | 2 | Aug 2019 |
| 37 | 07 | Los Angeles | 101 | 7.7/27.7 | 30370 | 4709 | 07 1400 0035 | Collision | Con, Con Sup | 2 | Aug 2019 |
| 38 | 07 | Los Angeles | 101 | 20.0 | 31790 | 4915 | 07 1500 0277 | Bridge | Con, Con Sup | 2 | Aug 2019 |
| 39 | 07 | Los Angeles | 107 | 0.0/4.8 | 31180 | 4818 | 07 1500 0014 | Roadway | Con, Con Sup | 2 | Aug 2019 |
| 40 | 07 | Los Angeles | 107 | 0.0/4.8 | 30701 | 4749 | 07 1800 0317 | Mandates | Con, Con Sup | 2 | Aug 2019 |
| 41 | 07 | Los Angeles | 110 | 0.7/25.7 | 31200 | 4830 | 07 1500 0051 | Mobility | Con, Con Sup | 2 | Aug 2019 |
| 42 | 07 | Los Angeles | 134 | 0.0/R13.3 | 31170 | 4817 | 07 1500 0013 | Roadway | Con, Con Sup | 2 | Aug 2019 |
| 43 | 07 | Los Angeles | 210 | R0.0/R9.7 | 25940 | 3884 | 07 1400 0104 | Mandates | Con, Con Sup | 2 | Aug 2019 |
| 44 | 07 | Los Angeles | 210 | R0.0/R9.7 | 30960 | 4801 | 07 1400 0299 | Roadway | Con, Con Sup | 2 | Aug 2019 |
| 45 | 07 | Los Angeles | 213 | 0.0/8.0 | 30660 | 4743 | 07 1400 0178 | Mandates | Con, Con Sup | 2 | Aug 2019 |
| 46 | 07 | Los Angeles | 605 | R17.0/R19.5 | 30400 | 4713 | 07 1400 0056 | Collision | Con, Con Sup | 2 | Aug 2019 |
| 47 | 07 | Los Angeles | 710 | 23.6/26.3 | 31340 | 4845 | 07 1500 0089 | Culvert(s) | Con, Con Sup | 2 | Aug 2019 |
| 48 | 07 | Ventura | 23 | R3.3/R11.5 | 30250 | 4688 | 07 1300 0479 | Roadway | Con, Con Sup | 2 | Aug 2019 |
| 49 | 08 | Riverside | 10 | 27.7 | 1E570 | 3002F | 08 1400 0051 | Bridge | Con, Con Sup | 2 | Aug 2019 |
| 50 | 08 | San Bernardino | 10 | 29.4/R39.2 | 38423 | 3009A | 08 1500 0168 | Mobility | Con, Con Sup | 2 | Aug 2019 |
| 51 | 08 | San Bernardino | 15 | 12.8/14.8 | 0K121 | 3003T | 08 1500 0245 | Roadway | Con, Con Sup | 2 | Aug 2019 |
| 52 | 08 | San Bernardino | 40 | R75.0/R100.0 | 0R150 | 3001R | 08 1200 0025 | Collision | Con, Con Sup | 2 | Aug 2019 |
| 53 | 10 | Merced | 99 | 20.1/24.3 | 3A720 | 5431 | 10 1300 0259 | Roadway | Con, Con Sup | 2 | Aug 2019 |
| 54 | 10 | San Joaquin | 5 | | 1C620 | 3147 | 10 1500 0001 | Mobility | Con, Con Sup | 2 | Aug 2019 |
| 55 | 10 | Stanislaus | 99 | R16.5/R16.7 | 1E700 | 3125 | 10 1500 0115 | Mandates | Con, Con Sup | 2 | Aug 2019 |
| 56 | 10 | Stanislaus | 108 | 33.1/33.4 | 0H480 | 5411 | 10 1200 0193 | Roadway | Con, Con Sup | 2 | Aug 2019 |
| 57 | 11 | San Diego | 8 | 2.8/5.0 | 41131 | 1165 | 11 1400 0118 | Collision | Con, Con Sup | 2 | Aug 2019 |
| 58 | 11 | San Diego | 8 | 49.0 | 40910 | 1085 | 11 1200 0043 | Collision | Con, Con Sup | 2 | Aug 2019 |
| 59 | 11 | San Diego | 15 | 11.5/31.2 | 42980 | 1263 | 11 1700 0103 | Mobility | Con, Con Sup | 2 | Aug 2019 |
| 60 | 12 | Orange | 1 | | 0N850 | 2527 | 12 1400 0116 | Collision | Con, Con Sup | 2 | Aug 2019 |
| 61 | 12 | Orange | 5 | 37.3/37.4 | 0Q300 | 2861F | 12 1600 0123 | Collision | Con, Con Sup | 2 | Aug 2019 |
| 62 | 12 | Orange | 39 | 5.1/8.1 | 0P010 | 3167 | 12 1500 0022 | Collision | Con, Con Sup | 2 | Aug 2019 |
| 63 | 12 | Orange | 74 | 0.1/1.8 | 0M090 | 4097C | 12 0002 0302 | Mandates | Con, Con Sup | 2 | Aug 2019 |

# Time Extension/Waiver - Project Construction Allocation Deadline

| Project Phase No. | District | County | Route | Post Miles | EA | PPNO | Project ID | Program Category | Phase | Requested Months | Extended Deadline |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 64 | 12 | Orange | 91 | R9.8/R18.9 | 0N320 | 4609B | 12 1300 0196 | Roadway | Con, Con Sup | 2 | Aug 2019 |
| 65 | 12 | Orange | 133 | 0.9/1.2 | 0N870 | 4769 | 12 1400 0124 | Collision | Con, Con Sup | 2 | Aug 2019 |
| 66 | 12 | Orange | 133 | R3.9/13.6 | 0N660 | 4795A | 12 1400 0077 | Collision | Con, Con Sup | 2 | Aug 2019 |

# Time Extension/Waiver - Project Construction Allocation Deadline

| Project Phase No. | District | County | Route | Post Miles | EA | PPNO | Project ID | Program Category | Phase | Requested Months | Extended Deadline |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 03 | Sacramento | 50 | L0.0/17.5 | 3H330 | 6250 | 03 1700 0325 | Mobility | PS&E | 2 | Aug 2019 |
| 2 | 03 | Sacramento | 50 | L0.0/17.5 | 3H330 | 6250 | 03 1700 0325 | Mobility | RW Sup | 2 | Aug 2019 |
| 3 | 04 | Marin | 131 | R0.9 | 4J450 | 1491A | 04 1500 0350 | Mandates | PS&E | 2 | Aug 2019 |
| 4 | 04 | Marin | 131 | R0.9 | 4J450 | 1491A | 04 1500 0350 | Mandates | RW Sup | 2 | Aug 2019 |
| 5 | 04 | Solano | 80 | 1.8/4.4 | 0J710 | 0481R | 04 1400 0029 | Bridge | RW Sup | 2 | Aug 2019 |
| 6 | 07 | Los Angeles | 14 | R60.7/R77.0 | 31600 | 4887 | 07 1500 0194 | Roadway | PS&E | 2 | Aug 2019 |
| 7 | 07 | Los Angeles | 14 | R60.7/R77.0 | 31600 | 4887 | 07 1500 0194 | Roadway | RW Sup | 2 | Aug 2019 |
| 8 | 07 | Los Angeles | 605 | R0.0/R10.2 | 32030 | 4979 | 07 1600 0033 | Roadway | PS&E | 2 | Aug 2019 |
| 9 | 07 | Los Angeles | 605 | R0.0/R10.2 | 32030 | 4979 | 07 1600 0033 | Roadway | RW Sup | 2 | Aug 2019 |
| 10 | 10 | Mariposa | 140 | 42.0/42.7 | 0P921 | 0280 | 10 1400 0148 | Major Damage | RW Sup | 2 | Aug 2019 |
| 11 | 11 | San Diego | 5 | R0.3/R15.2 | 42750 | 1241 | 11 1600 0177 | Mobility | RW Sup | 2 | Aug 2019 |
| 12 | 12 | Orange | 91 | R1.8/R3.4 | 0Q310 | 4532A | 12 1600 0124 | Collision | PS&E | 2 | Aug 2019 |
| 13 | 12 | Orange | 91 | R1.8/R3.4 | 0Q310 | 4532A | 12 1600 0124 | Collision | RW Sup | 2 | Aug 2019 |

State of California
**DEPARTMENT OF TRANSPORTATION**

California State Transportation Agency

# MEMORANDUM

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

**CTC Meeting**: June 26-27, 2019

**From**: STEVEN KECK, Chief Financial Officer

**Reference Number**: 2.8a.(1), Action Item

**Prepared By**: Bruce De Terra, Chief
Division of Transportation Programming

**Subject**: **REQUEST TO EXTEND THE START TIME OF EXPENDITURES FOR PRE-CONSTRUCTION SUPPORT PHASE FOR STATE ADMINISTERED PROJECT, ON THE STATE HIGHWAY SYSTEM, PER INTERIM SHOPP GUIDELINES WAIVER 19-43**

## ISSUE:

Should the California Transportation Commission (Commission) approve a three-month extension to the project phase start time, for the Project Approval and Environmental Document (PA&ED) phase of the Geyserville Culvert Replacement State Highway Operation and Protection Program (SHOPP) project on United States Highway (US) 101, in Sonoma County (PPNO 1459C EA 04-2K330)?

## RECOMMENDATION:

The California Department of Transportation (Department) recommends that the Commission approve a three-month extension to project phase start time for the PA&ED phase of the Geyserville Culvert Replacement SHOPP project, on US 101, in Sonoma County.

## BACKGROUND:

The request for Federal Transportation Improvement Program (FTIP) amendment for this project was filed 12/13/2018. However, the FTIP Revision is not anticipated to be approved until the end of June 2019. This will delay the opening of the Expenditure Authorization for the PA&ED phase to expend the funds.

Interim SHOPP Guidelines, stipulate that the Department request a time extension if project phase expenditures will not begin within six months of the allocation. The Commission may approve a waiver to the timely use of funds deadline, one time only, for up to 20 months.

State of California
**DEPARTMENT OF TRANSPORTATION**

California State Transportation Agency

# MEMORANDUM

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

**CTC Meeting**: June 26-27, 2019

**From**: STEVEN KECK, Chief Financial Officer

**Reference Number**: 2.8a.(2), Action Item

**Prepared By**: Ronald E. Sheppard, Chief (Acting)
Division of Rail and Mass Transportation

**Subject**: **REQUEST TO EXTEND THE PERIOD OF PROJECT ALLOCATION FOR LOCAL PARTNERSHIP PROGRAM (LPP) PROJECTS PER LPP GUIDELINES**

**WAIVER 19-30**

## ISSUE:

Should the California Transportation Commission (Commission) approve a 12-month extension for the period of project allocation for the locally-administered Senate Bill 1 (SB 1) Local Partnership Program (LPP) (Competitive) Purchase Hybrid Buses (PPNO 2320B) project, in Alameda County?

## RECOMMENDATION:

The California Department of Transportation recommends the Commission approve a 12-month extension for the period of project allocation for the locally-administered SB 1 LPP (Competitive) Purchase Hybrid Buses (PPNO 2320B) project, in Alameda County.

## BACKGROUND:

Currently, $15,000,000 in LPP Competitive funds are programmed to the Construction/Procurement phase for the LPP Purchase Hybrid Buses project in Fiscal Year 2018-19. These funds were programmed with the adoption of the 2018 Local Partnership Competitive Program in May 2018, under Resolution LPP-P-1718-01.

However, in May 2018, the Alameda Contra Costa Transit District (AC Transit) was approached by the California State Transportation Agency (CalSTA) with the proposal of combining AC Transit's TIRCP grant application to purchase zero emission buses with AC Transit's SB 1 grant application to purchase hybrid buses into one project acquiring zero emission buses only. This change from acquiring hybrid buses to zero emission buses requires additional time in completing the Project Approval and Environmental Document phase as now AC Transit needs to add a full design and construction phase to the project to accommodate the fueling and maintenance needs of their new anticipated fleet. In addition, AC Transit anticipates purchasing high capacity zero emission buses, which are not yet in wide usage but are providing potential models to be considered for the project.

Current 2018 LPP Guidelines, adopted by the Commission, stipulates 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. Thus, the AC Transit is requesting a 12-month extension for the period of project allocation.

State of California
**DEPARTMENT OF TRANSPORTATION**

California State Transportation Agency

# MEMORANDUM

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

**CTC Meeting**: June 26-27, 2019

**From**: STEVEN KECK, Chief Financial Officer

**Reference Number**: 2.8a.(3), Action Item

**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 19-31**

## ISSUE:

Should the California Transportation Commission (Commission) extend the period of project allocation for six projects, totaling $8,561,000, 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 six projects, totaling $8,561,000, 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.

Attachments

**Time Extension/Waiver – Project Allocation Deadline**
**Local Partnership Program**

Project Number: 1
Applicant: City of Rancho Cordova
County: Sacramento
District: 3
PPNO: 1779
Extended Amount: $289,000
Phase: Construction
Number of Months Requested: 12 Months
Extended Deadline: 06/30/2020
Department Recommendation: Support, 12 months

**Sunrise Boulevard Street Rehabilitation Project**

The City of Rancho Cordova (City) requests a 12-month time extension to allocate funding for the construction (CON) phase of the Sunrise Boulevard Street Rehabilitation Project. The City encountered changes during the Plans, Specification and Estimates (PS&E) phase of the project.

The project proposes pedestrian and bicycle lane improvements and an asphalt overlay along a portion of Sunrise Boulevard from Folsom South Canal to Folsom Boulevard. During the 2018 Sacramento Area Council of Governments Regional Grant Cycle, the City was successful in securing additional grant funds that increased the scope and limits of the project. The project scope now includes a shared use path along the east side of Sunrise Boulevard from Folsom South Canal to Citrus Road and a Class IV bike facility on Citrus Road from Sunrise Boulevard to Trade Center Drive. In addition, the City was able to reallocate additional local funds to the project which allows for a further increase in scope to include Sunrise Boulevard from Folsom South Canal to White Rock Road. The City must revise the project schedule to account for the additional design and the associated time required to acquire the easements along the east side of Sunrise Boulevard. As a result, the project will experience a delay of 12 months.

Therefore, the City requests a 12-month time extension to allocate CON by June 30, 2020.

Project Number: 2
Applicant: City of Martinez
County: Contra Costa
District: 4
PPNO: 2321D
Extended Amount: $200,000
Phase: Construction
Number of Months Requested: 12 Months
Extended Deadline: 6/30/2020
Department Recommendation: Support, 12 months

**2019 Supplemental Downtown Arterial Paving Project**

The City of Martinez (City) requests a 12-month time extension to allocate funding for the construction (CON) phase of the 2019 Supplemental Downtown Arterial Paving Project. The City encountered changes during the design phase of the project.

The project proposes to repair a base failure and cape seal with new striping along Berreliesa Street from Marina Vista to Jones Street. The City has experienced an extensive staffing shortage in the Engineering Division. The City currently has one City Engineer, one Senior Engineer, and an Associate Engineer. This has greatly reduced the City's ability to deliver projects. The design engineer that was retained by the City to design this project is now serving as the Interim City Engineer. This new assignment takes him away from moving this project forward to construction. The City has outsourced limited part-time staffing until permanent staffing can be hired. This is expected to be temporary and the City plans to fill vacant positions as soon as possible. The design plans and specifications are 65 percent complete. This time extension will allow the City to hire necessary full-time personnel to allow the Design Engineer to complete the plans and specifications and advertise the project for construction.

Therefore, the City requests a 12-month time extension to allocate CON by June 30, 2020.

Project Number: 3
Applicant: Transportation Agency for Monterey County
County: Monterey
District: 5
PPNO: 2820
Extended Amount: $250,000
Phase: Project Approval & Environmental Document
Number of Months Requested: 12 Months
Extended Deadline: 06/30/2020
Department Recommendation: Support, 12 months

**State Route 156 Safety Improvements - Blackie Road Extension project**

The Transportation Agency for Monterey County (TAMC) requests a 12-month time extension to allocate funding for the Project Approval and Environmental Document (PA&ED) phase of the State Route 156 Safety Improvements - Blackie Road Extension project. TAMC encountered delays to the environmental clearance due to coordination efforts.

The project proposes to extend Blackie Road to connect to a new interchange at State Route 156 and Castroville Boulevard. This will provide a new connection from the major distribution center in south Castroville, reducing traffic and congestion. TAMC has experienced a reduction in staffing. As a result, TAMC has not been able to begin work on the project as planned. TAMC is in the process of hiring more staff and has made this project a priority for new staff. It is anticipated that the recruitment process along with on-boarding the new staff and preparing to begin work on the project will take an additional 12 months.

Therefore, TAMC requests a 12-month time extension to allocate PA&ED by June 30, 2020.

Project Number: 4
Applicant: Madera County
County: Madera
District: 6
PPNO: 6933
Extended Amount: $175,000
Phase: Construction
Number of Months Requested: 12 Months
Extended Deadline: 06/30/2020
Department Recommendation: Support, 12 months

**Road 30 Curb & Gutter, Sidewalk, Shoulder Paving & Rehabilitation project**

The County of Madera (County) requests a 12-month time extension to allocate funding for the construction (CON) phase of the Road 30 Curb & Gutter, Sidewalk, Shoulder Paving & Rehabilitation project. The agency encountered unanticipated delays in completing the environmental phase of the project.

The project proposes to extend curb and gutter, sidewalk, shoulder paving, rehabilitate the road along Road 30. The County has been working to complete Plans, Specification and Estimates to allocate construction funds in the Summer of 2019. During this process, the County was contacted by the State Center Community College District (SCCCD) regarding a proposed campus expansion that was initiated and that would impact the County's project along Road 30. As a result, the County had to conduct meetings with the SCCCD capital projects staff and their consultant to understand how the proposed expansion will impact the County's project and what adjustments the County may need to make. The County expects the environmental documents and right of way certification to be completed in March 2020 and April 2020, respectively. These new milestones will push the request for construction allocation to June 2020.

Therefore, the County requests a 12-month time extension to allocate CON by June 30, 2020.

Project Number: 5
Applicant: City of Hesperia
County: San Bernardino
District: 8
PPNO: 1244
Extended Amount: $3,900,000
Phase: Construction
Number of Months Requested: 12 Months
Extended Deadline: 06/30/2020
Department Recommendation: Support, 12 months

**Ranchero Road Widening Project**

The City of Hesperia (City) requests a 12-month time extension to allocate funding for the construction (CON) phase of the Ranchero Road Widening Project. The agency encountered unanticipated delays in completing the environmental phase of the project.

The project proposes to widen Ranchero Road and includes replacing a bridge over the Department of Water Resources' California Aqueduct (Aqueduct), widening a Union Pacific Rail Road at-grade crossing, and relocating various utilities. The Department of Water Resources (DWR) has required the City to raise the proposed bridge vertically by 10 feet to increase separation from the bottom of the bridge to the top of the Aqueduct. The Aqueduct crossing will require approval and permit issuance from DWR. The City has submitted preliminary plans (65 percent completion) to DWR and anticipates submitting draft final plans (95 percent completion) by June 2019. Transitions connecting into the existing and proposed street improvements were also extended significantly on both sides of the bridge. As a result, an additional environmental document, a Mitigated Negative Declaration, is required. The additional environmental document will be circulated for public comment and will remain open for comment in compliance with the California Environmental Quality Act, which is generally 30 days. After this has been completed and approved, the City can commence right of way (RW) acquisition. The City expects the RW process to take up to 10 months. In addition, the City found that a County Service Area (CSA) waterline exists in the public RW within the projects limits and the vertical alignment is only 12 inches deep. Additional field investigations determined that the waterline has shallow cover and must be relocated to a deeper depth. The relocation plans must be reviewed and approved by the CSA. The City will complete final design and allocate CON by June 2020.

Therefore, the City requests a 12-month time extension to allocate CON by June 30, 2020.

Project Number: 6
Applicant: City of Calimesa
County: San Bernardino
District: 8
PPNO: 1247
Extended Amount: $3,747,000
Phase: Construction
Number of Months Requested: 12 Months
Extended Deadline: 06/30/2020
Department Recommendation: Support, 12 months

**County Line Road Transportation Corridor project**

The City of Calimesa (City) requests a 12-month time extension to allocate funding for the construction (CON) phase of the County Line Road Transportation Corridor project. The agency encountered unanticipated delays in completing the design phase of the project.

The project proposes to construct one multi-lane roundabout and four single-lanes, together with street, pedestrian, and bicycle improvements, in the cities of Yucaipa and Calimesa (Cities). Each roundabout required several design alternatives to minimize Right of Way (RW) impacts, accommodate existing structures and driveways, and provide efficient and safe geometrics. The roundabouts affect several parcels and coordination with the property owners has slowed this process. The City anticipates four full RW takes will be required. This was not anticipated and has added to the overall project timeline and will require more time to process compared to partial acquisitions. Furthermore, environmental impacts cannot be defined until the City resolves the RW acquisition. The City expects to complete environmental documents and obtain RW certification by December 2019, which includes time for the environmental document to be submitted to the California Transportation Commission for approval m. In addition, the South Mesa Water Company (SMWC) notified the Cities that there are two waterlines within the project limits that require upgrades. The SMWC needs time to design and begin waterline construction prior to the start of project construction. The SMWC plans to start construction in late Summer 2019 and complete the upgrades by Spring 2020.

Therefore, the City requests a 12-month time extension to allocate CON by June 30, 2020.

State of California
**DEPARTMENT OF TRANSPORTATION**

California State Transportation Agency

# MEMORANDUM

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

**CTC Meeting**: June 26-27, 2019

**From**: STEVEN KECK, Chief Financial Officer

**Reference Number**: 2.8a.(4), Action Item

**Prepared By**: Bruce De Terra, Chief
Division of Transportation Programming

**Subject**: **REQUEST TO EXTEND THE PERIOD OF PROJECT ALLOCATION FOR LOCALLY ADMINISTRATED LOCAL PARTNERSHIP PROGRAM PROJECTS ON THE STATE HIGHWAY SYSTEM WAIVER 19-32**

## ISSUE:

Should the California Department of Transportation Commission (Commission) extend the period of project allocation for three projects, totaling $9,478,000, programmed in the Local Partnership Program (LPP), for Fiscal Year 2018-19?

## RECOMMENDATION:

The California Department of Transportation (Department) recommends the Commission extend the period of allocation for three projects, totaling $9,478,000, programmed in the LPP for 2018-19; for 12 months for each project.

## 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.

In accordance with the Commission-adopted 2018 LPP Guidelines, LPP allocations must be requested in the fiscal year of project programming. The Commission may approve a waiver to these “timely use of funds” deadlines, one-time only, for up to 12 months.

Attachment

**Time Extension/Waiver – Project Allocation Deadline**
**Locally Administered Local Partnership**

Project Number: 1
Applicant: City of Placerville County: El Dorado
District: 3
PPNO: 3336
Extended Amount: $1,070,000
Phase: Construction
Number of Months Requested: 12 Months
Extended Deadline: 06/30/2020
Department Recommendation: Support, 12 Months

**Western Placerville Interchanges Phase 2.2 – Eastbound On – Ramp project**

The Western Placerville Interchanges Phase 2.2 project scope is to construct an on-ramp from Ray Lawyer Drive onto US Highway 50. This scope was originally proposed to be added to an already existing, larger Western Placerville Interchanges Phase 2 project that was programmed in the State Transportation Improvement Program (STIP). The City of Placerville (City) submitted an application for the Local Partnership Program - Competitive (LPP-C) grant on January 2018, and by the time the City's application was approved in May 2018, the larger STIP project was already awarded and under construction.

Shortly after programming the project in the LPP-C, the City discovered that they could not proceed to include the new scope to an already existing contract because of the provisions in Article 4, Section 17 of the California State Constitution. The City then decided to deliver this project as a stand-alone project and named it as Phase 2.2.

This change to deliver a stand-alone project meant that the City would need additional time and funds for revalidation of the National Environmental Policy Act, for developing an addendum to the California Environmental Quality Act documents, for the change in methodology from design-build to design-bid-build, which required a new set of plans, specifications and estimate, and for obtaining new encroachment permits and various other agreements. In addition, the City could no longer use the existing matching funds on the larger STIP project for the required one-to-one match and needed six months to secure additional funding.

For these reasons that were unforeseen and beyond the control of the City, the beginning of construction phase will be delayed. Therefore, the City is requesting a 12-month time extension for the allocation of $1,070,000 LPP-C funds programmed in 2018-19.

The City requests a 12-month time extension to allocate Construction by June 30, 2020.

Project Number: 2
Applicant: Caltrans
County: San Joaquin
District: 10
PPNO: 3162
Extended Amount: $3,408,000
Phase: Right of Way and Right of Way Support
Number of Months Requested: 12
Months Extended Deadline: 06/30/2020
Department Recommendation: Support, 12 Months

**SR 99/120 Connector project**

Currently, $3,408,000 in Local Partnership Program–Formula (LPP–F) funds are programmed to the Right-of-Way phase for the SR 99/120 Connector project in Fiscal Year 2018-19.

The completion of the environmental document has been delayed as a result of additional studies being required to address project phasing. Each potential project phase had to be analyzed in the Traffic Operations Analysis Report to ensure an acceptable level of service. In addition, multiple geometric reviews for the phases were required. There were additional evaluations necessary to ensure compatibility with the ultimate build-out design. While the environmental phase is nearly complete, a Freeway Agreement is required with the Department, the City of Manteca and San Joaquin County, which will require additional time to develop, negotiate and obtain resolutions from the City Council and the Board of Supervisors. For these reasons, the start of the Right of Way phase needs to be delayed.

Therefore, the San Joaquin Council of Government and the Department request a 12-month time extension to allocate LPP-F Right of Way and Right of Way Support by June 30, 2020. Related to June 2019 item: Reference Number 2.8a.(8), Waiver 19-36.

Project Number: 3
Applicant: Caltrans
County: Madera
District: 6
PPNO: 6968
Extended Amount: $5,000,000
Phase: Construction
Number of Months Requested: 12
Months Extended Deadline: 06/30/2020
Department Recommendation: Support, 12 Months

**Oakhurst Midtown Connector**

Currently, $5,000,000 in Local Partnership Program–Formula (LPP–F) funds are programmed to Construction for the Oakhurst Midtown Connector project in Fiscal Year 2018-19.

The completion of the environmental document has been delayed because of unforeseen issues in cultural and paleontological studies. In addition, the high-water levels in the project area have also hindered the completion of studies. The delays in environmental have impacted right of way acquisitions causing further delay.

For these reasons that were unforeseen and beyond the control of the county, the beginning of construction phase will be delayed. Therefore, the county is requesting a 12-month time extension for the allocation of $5,000,000 LPP-F funds programmed in 2018-19.

The County of Madera and the Department request a 12-month time extension to allocate LPP-F Construction by June 30, 2020.

State of California
**DEPARTMENT OF TRANSPORTATION**

California State Transportation Agency

# MEMORANDUM

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

**CTC Meeting**: June 26-27, 2019

**From**: STEVEN KECK, Chief Financial Officer

**Reference Number**: 2.8a.(5), Action Item

**Prepared By**: Ronald E. Sheppard, Chief (Acting)
Division of Rail and Mass Transportation

**Subject**: **REQUEST TO EXTEND THE PERIOD OF PROJECT ALLOCATION FOR SENATE BILL 1 TRADE CORRIDOR ENHANCEMENT PROGRAM (TCEP) – QUIET ZONE SAFETY ENGINEERING MEASURES (PPNO T0004), PER TCEP GUIDELINES**

**WAIVER 19-33**

## ISSUE:

Should the California Transportation Commission (Commission) approve a 12-month extension for the period of project allocation for the Trade Corridor Enhancement Program (TCEP) Quiet Zone Safety Engineering Measures (PPNO T0004) project, in Alameda County to June 30, 2020?

## RECOMMENDATION:

The California Department of Transportation recommends the Commission approve a 12-month extension for the period of project allocation for the TCEP Quiet Zone Safety Engineering Measures (PPNO T0004) project in Alameda County to June 30, 2020.

## BACKGROUND:

In May 2018, the Commission approved Resolution TCEP-P-1718-01 programming $4,200,000 in TCEP funds to construction for the Quiet Zone Safety Engineering Measures project. The initiation of Plans, Specifications & Estimates (PS&E) was expected in July 2018 and PS&E was expected to be completed by February 2019. However, additional time is needed due to Union Pacific Railroad (UPRR) staffing issues and the UPRR request to perform a closure study before entering into a Preliminary Engineering Agreement.

Therefore, in accordance with SB 1 Trade Corridor Enhancement Program Guidelines, the City of Emeryville respectfully requests a 12-month extension for the period of project allocation to June 30, 2020.

Current TCEP Guidelines, Resolution G-17-32, stipulate that TCEP allocations must be requested in the fiscal year of project programming. The Commission may approve a waiver to timely use of funds deadline for allocation one-time only up to 12 months.

State of California
**DEPARTMENT OF TRANSPORTATION**

California State Transportation Agency

# MEMORANDUM

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

**CTC Meeting**: June 26-27, 2019

**From**: STEVEN KECK, Chief Financial Officer

**Reference Number**: 2.8a.(8), Action Item

**Prepared By**: Bruce De Terra, Chief
Division of Transportation Programming

**Subject**: **REQUEST TO EXTEND THE PERIOD OF PROJECT ALLOCATION FOR LOCALLY ADMINISTRATED ON SYSTEM STIP PROJECTS PER STIP GUIDELINES**
**WAIVER 19-36**

## ISSUE:

Should the California Department of Transportation Commission (Commission) extend the period of project allocation for four projects, totaling $23,061,000, programmed in the locally administered State Transportation Improvement 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, totaling $23,061,000, programmed in the STIP for 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 STIP 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 STIP. 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**
**Locally Administered STIP Projects**

Project Number: 1
Applicant: City of Santa Cruz
County: Santa Cruz
District: 5
PPNO: 4658
Fund Type: RIP
Extended Amount: $2,853,000
Phase: Construction
Number of Months Requested: 20 Months
Extended Deadline: 02/28/2021
Department Recommendation: Support, 20 Months

**Route 1/9 Intersection Improvements**

Currently $2,853,000 in STIP (RIP) funds are programmed to the construction phase for Route 1/9 Intersection Improvement project in Fiscal Year 2018-19.

The project involves complicated right of way modifications, including those which will have an impact on existing leaseholds involving the Department of Transportation, the city and privately-owned parcels. The discussions with the property owner have been going on for several years without reaching an agreement. The City of Santa Cruz has now authorized the use of eminent domain while negotiations continue. Various businesses are operating on several parcels.

Due to the uncertainty of negotiations, the Santa Cruz County Regional Transportation Commission and the City of Santa Cruz are requesting a 20-month time extension for the allocation of $2,853,000 RIP funds programmed in 2018-19.

Therefore, the City of Santa Cruz requests a 20-month time extension to allocate construction phase by February 28, 2021.

Project Number: 2
Applicant: City of Long Beach
County: Los Angeles
District: 7
PPNO: 4071
Fund Type: RIP
Extended Amount: $14,000,000
Phase: Plans, Specifications and Estimates
Number of Months Requested: 12 Months
Extended Deadline: 06/30/2020
Department Recommendation: Support, 12 Months

**I-710 South Early Action Project – Shoemaker Bridge Replacement**

Currently, $14,000,000 in STIP (RIP) funds are programmed in Fiscal Year 2018-19 for the Plans, Specifications and Estimates (PS&E) phase on the Shoemaker Bridge Replacement project in Los Angeles County.

The Shoemaker Bridge Replacement project is located at the terminus of the I-710 Freeway in Long Beach and is an Early Action project as part of the I-710 South Corridor project.

The City of Long Beach (City) has been unable to request an allocation for PS&E due to delays in completion of the Environmental Assessment (EA), National Environmental Policy Act (NEPA) processing and certification of the Environmental Impact Report (EIR) under the California Environmental Quality Act (CEQA).

Following the public comment period for the I-710 Corridor project, it was determined that additional technical studies, evaluations and coordination efforts were necessary to ensure alignment with both projects. These included analyzing environmental and right of way impacts and mitigation measures, as well as completing cultural resources studies involving coordination with indian tribes. The amount of effort required to ensure successful synergy between the environmental documents of both projects placed an unforeseen burden on the project schedule which was beyond the control of the City. Therefore, the City is seeking a 12-month time extension for the allocation of RIP funds for the PS&E phase.

The 12-month extension will allow the city to resolve comments from the Department's review of the NEPA document, circulation of the draft EIR, publication, the 45-day comment period, response to comments and preparation/approval of the the final EIR.

Therefore, the City requests a 12-month time extension to allocate PS&E phase by June 30, 2020.

Project Number: 3
Applicant: Calaveras Council of Governments
County: Calaveras
District: 10
PPNO: 3067
Fund Type: RIP
Extended Amount: $2,800,000
Phase: Right of Way
Number of Months Requested: 6 Months
Extended Deadline: 12/30/2019
Department Recommendation: Support, 6 Months

**State Route 4 Wagon Trail Realignment**

Currently $2,800,000 in STIP (RIP) funds are programmed to the right of way phase for the Wagon Trail Realignment project in Fiscal Year 2018-19.

In October 2018, Calaveras County (County) notified the Department of Transportation (Department) that they would perform all the right of way project components with the exception of performing eminent domain in the right of way process. However, the Department provided information that the right of way implementing agency must perform all the tasks. After several meetings between Department and County staff to discuss impacts to project delivery cost, schedule and risk, it was decided in May 2019 that the County would continue to be the lead for right of way.

A six-month time extension will allow for the right of way cooperative agreement to be reviewed and developed into a final draft for approval by the Department and County legal offices, as well as approval by the County Board of Supervisors. Once the agreement is executed, the County will submit a request for the right of way allocation.

Therefore, Calaveras County requests a 6-month time extension to allocate the right of way phase by December 30, 2019.

Project Number: 4
Applicant: Caltrans
County: San Joaquin
District: 10
PPNO: 3162
Extended Amount: $3,408,000
Phase: Right of Way and Right of Way Support
Number of Months Requested: 12
Months Extended Deadline: 06/30/2020
Department Recommendation: Support, 12 Months

**SR 99/120 Connector project**

Currently, $3,408,000 in STIP (RIP) funds are programmed to the Right-of-Way phase for the SR 99/120 Connector project in Fiscal Year 2018-19.

The completion of the environmental document has been delayed as a result of additional studies being required to address project phasing. Each potential project phase had to be analyzed in the Traffic Operations Analysis Report to ensure an acceptable level of service. In addition, multiple geometric reviews for the phases were required. There were additional evaluations necessary to ensure compatibility with the ultimate build-out design. While the environmental phase is nearly complete, a Freeway Agreement is required with the Department, the City of Manteca and San Joaquin County, which will require additional time to develop, negotiate and obtain resolutions from the City Council and the Board of Supervisors. For these reasons, the start of the Right of Way phase needs to be delayed.

Therefore, the San Joaquin Council of Government and the Department request a 12-month time extension to allocate Right of Way and Right of Way Support by June 30, 2020. Related to June 2019 item: Reference Number 2.8a.(4), Waiver 19-32.

State of California
**DEPARTMENT OF TRANSPORTATION**

California State Transportation Agency

# MEMORANDUM

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

**CTC Meeting**: June 26-27, 2019

**From**: STEVEN KECK, Chief Financial Officer

**Reference Number**: 2.8a.(9), Action Item

**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 19-37**

## ISSUE:

Should the California Transportation Commission (Commission) extend the period of project allocation for four projects, listed on the attached document, totaling $7,251,000, 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 project allocation for four projects listed on the attached document, totaling $7,251,000, 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.

Attachments

**Time Extension/Waiver – Project Allocation Deadline**
**Local Streets and Roads Projects**

Project Number: 1
Applicant: City of Ukiah
County: Mendocino
District: 1
PPNO: 4561
Extended Amount: $532,000
Phase: Construction
Number of Months Requested: 12 Months
Extended Deadline: 6/30/2020
Department Recommendation: Support, 12 months

**Traffic Signal at Gobbi Street and Waugh Lane project**

The City of Ukiah (City) requests a 12-month time extension to allocate funding for the construction (CON) phase of Traffic Signal at Gobbi Street and Waugh Lane project. The City experienced unexpected delays during the design phase of the project.

The project proposes to construct a traffic signal, Americans with Disabilities Act curb ramps and repave the intersection of Gobbi Street and Waugh Lane. The City received their Plans Specifications and Estimate allocation and proceeded with initial design. During development of the project, City staff determined that the City of Ukiah Electric Department (EUD) has a project that is being constructed through the same area. EUD will be relocating overhead utilities, including electrical, telephone, and cable, into an underground conduit in the roadway within the project limits. The City needs to coordinate the final layout, signal pole and curb ramp locations with EUD. As a result, the City will need an additional 12 months to coordinate efforts with EUD and complete the final design of the project. The City anticipates completing design and Right of Way certification by April 2020 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: 2
Applicant: City of Weed
County: Siskiyou
District: 2
PPNO: 2541
Extended Amount: $544,000
Phase: Construction
Number of Months Requested: 12 Months
Extended Deadline: 6/30/2020
Department Recommendation: Support, 12 months

**Vista Drive Rehabilitation project**

The City of Weed (City) requests a 12-month time extension to allocate funding for the construction (CON) phase of Vista Drive Rehabilitation project. The City experienced unexpected delays during the consultant procurement phase of the project.

The project proposes to rehabilitate the roadway along Vista Drive to the travel plaza entrance. The City advertised for an environmental consulting firm in November 2017 and received only one bid package. The United States Economic Development Administration (EDA) stated this was not sufficient and required the City to re-advertise for bid. The City re-advertised in March 2018 and was given approval by the EDA to proceed with a firm. Upon review of the selected firm, the EDA disqualified the firm and required the City to re-advertise again. After the third re-advertisement in September 2018 was unsuccessful, the EDA informed the City it needed to widen the scope of advertisement. After the fourth re-advertisement in October 2018, the City was able to select a consultant. Unfortunately, after selection was made, the EDA was not available due to the federal government shut-down. After the shut-down was lifted at the end of January 2019, the EDA assigned a new Project Officer. After reviewing all documentation with the new Project Officer, the City received approval and started negotiations with the selected firm in March 2019. As a direct result, the City's Plans, Specifications and Estimates (PS&E) phase and Right of Way (RW) efforts were delayed. The City needs additional time to complete the final design and obtain RW certification. Furthermore, the City anticipates needing additional time to coordinate advertisement of the construction package with the EDA. The City anticipates completion of PS&E and RW certification by March 2020 and expects to request CON allocation by June 2020.

Therefore, the City requests a 12-month time extension to allocate CON by June 30, 2020.

Project Number: 3
Applicant: Town of Fort Jones
County: Siskiyou
District: 2
PPNO: 2557
Extended Amount: $45,000
Phase: Plans, Specification & Estimates
Number of Months Requested: 2 Months
Extended Deadline: 8/31/2019
Department Recommendation: Support, 2 months

**Fort Jones Pedestrian Improvements project**

The Town of Fort Jones (Town) requests a two-month time extension to allocate funding for the Plans, Specification & Estimates (PS&E) phase of Fort Jones Pedestrian Improvements project. The Town experienced unexpected delays during the environmental phase of the project.

The project proposes to construct pedestrian improvements and rehabilitate pavement. The Town received their Project Approval and Environmental Document (PA&ED) allocation in May 2018. The environmental studies were not completed in time to finalize the environmental document and request allocation of PS&E at the June 2019 California Transportation Commission (CTC) meeting. The Town experienced a high turnover of staff that resulted in the delay, however, the environmental document has been submitted to the clerk's office in late May 2019 and is in the 30-day circulation period. The Town is requesting a two-month time extension to allow time for the environmental document to be finalized. The Town expects to request PS&E allocation at the August 2019 CTC meeting.

Therefore, the Town requests a two-month time extension to allocate PS&E by August 31, 2019.

Project Number: 4
Applicant: County of Riverside
County: Riverside
District: 8
PPNO: 1189
Extended Amount: $6,130,000
Phase: Construction
Number of Months Requested: 4 Months
Extended Deadline: 10/31/2019
Department Recommendation: Support, 4 months

**ACE: Avenue 66/UP Railroad Grade Separation Bypass project**

The County of Riverside (County) requests a four-month time extension to allocate funding for the construction (CON) phase of ACE: Avenue 66/UP Railroad Grade Separation Bypass project. The County experienced unexpected delays during the environmental phase.

When the project was initially programmed, it was assumed by the project development team that the Coachella Valley Multi-Species Habitat Conservation Plan permit would be secured for the preferred alternative. As the design progressed, it became clear that securing such a permit would be unlikely due to the sensitive Mesquite habitat located within the preferred alignment of the proposed new road. To avoid this sensitive habitat area, the proposed alignment of 66$^{th}$ Avenue was shifted northerly. Because of the late change in alignment, the completion of the design phase has been delayed. The County is asking for additional time to complete final design and obtain RW acquisition by October 2019.

Therefore, the County requests a four-month time extension to allocate CON by October 31, 2019.

State of California
**DEPARTMENT OF TRANSPORTATION**

California State Transportation Agency

# MEMORANDUM

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

**CTC Meeting**: June 26-27, 2019

**From**: STEVEN KECK, Chief Financial Officer

**Reference Number**: 2.8a.(13), Action Item

**Prepared By**: Rihui Zhang,Chief
Division of Local Assistance

**Subject**: **REQUEST TO EXTEND THE PERIOD OF PROJECT ALLOCATION FOR LOCALLY-ADMINISTERED STIP PROJECT, PER STIP GUIDELINES WAIVER 19-47**

## ISSUE:

Should the California Transportation Commission (Commission) extend the period of project allocation for the City of West Sacramento - Riverfront Street Extension project (PPNO 1925), totaling $3,281,000 in Construction (CON), 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 project allocation for the City of West Sacramento - Riverfront Street Extension project (PPNO 1925), totaling $3,281,000, programmed in the State Transportation Improvements Program (STIP) for Fiscal Year 2018-19.

## BACKGROUND:

The City experienced unanticipated delays to the project due to unforeseen elements of National Environmental Policy Act (NEPA) certification. Due to the project's location and the required Tribal consultation, an extended archeological study must be completed prior to obtaining NEPA clearance. The wet winter has delayed the additional archeological testing. Additionally, while conducting a subsurface investigation, a large amount of unsuitable soil was discovered. The discovery required additional field investigation, material sampling, and a change in design assumptions. The wet weather has also delayed field inspections and sampling processes. The NEPA document is anticipated to be completed by December 2019.

Once, NEPA clearance is received, the City will be able to start the Right of Way (RW) phase. Preliminary surveying has discovered that a portion of the project is on the Department of Transportation's (Department)'s RW, requiring clearance from the Department. The City also identified utility conflicts and relocations with Pacific Gas and Electric. The City is currently exploring various options to avoid, or potentially mitigate, the conflicts and is working through those strategies. The City anticipates RW certification in October 2020 and plans to request CON allocation in December 2020. Therefore, the City is requesting an extension of 18 months from June 30, 2019 to December 31, 2020.

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.

State of California
**DEPARTMENT OF TRANSPORTATION**

California State Transportation Agency

# MEMORANDUM

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

**CTC Meeting**: June 26 – 27, 2019

**From**: STEVEN KECK, Chief Financial Officer

**Reference Number**: 2.8a.(11), Action Item

**Prepared By**: Ronald E. Sheppard, Chief (Acting)
Division of Rail and Mass Transportation

**Subject**: **REQUEST TO EXTEND THE PERIOD OF PROJECT ALLOCATION FOR LOCALLY ADMINISTERED STIP PROJECT, PER STIP GUIDELINES**

**WAIVER 19-46**

## ISSUE:

Should the California Transportation Commission (Commission) approve a 20-month extension for the period of project allocation for the locally-administered State Transportation Improvement Program (STIP) Rail Central Coast Layover Facility Expansion Project (PPNO 2195), on the Pacific Surfliner Corridor in San Luis Obispo County?

## RECOMMENDATION:

The California Department of Transportation (Department) recommends the Commission approve a 20-month extension for the period of project allocation for the STIP Rail Central Coast Layover Facility Expansion project (PPNO 2195) for the Plans, Specifications, and Estimates (PS&E) phase on the Pacific Surfliner Corridor in San Luis Obispo County.

## BACKGROUND:

In May 2018, the Los Angeles – San Diego – San Luis Obispo (LOSSAN) Rail Corridor Agency was appointed by the Department as the lead agency for the project, and in October 2018, LOSSAN received the Project Approval and Environmental Document (PA&ED) allocation. The Department initially anticipated the project would only require a Categorical Exemption under CEQA but it was later determined that an Environmental Impact Report would be necessary, extending the length of the PA&ED phase by over a year. A contract to perform PA&ED was awarded by the LOSAAN Agency Board of Directors on January 30, 2019, and work began in May 2019. The estimated timeframe to complete the PA&ED phase of the project is 20 months.

The original project schedule did not anticipate the additional required time to complete PA&ED work needed before starting the PS&E phase. It also did not provide for the additional time for consultation with other stakeholders in order to better coordinate and complete the necessary preliminary work. As a result, LOSSAN has developed a revised project schedule that includes additional time for coordination of activities with key stakeholders for all phases.

Therefore, because of the delays experienced with the PA&ED phase, LOSSAN respectively requests a 20-month extension for the period of project allocation for PS&E to January 31, 2021.

Current STIP Guidelines, Resolution G-15-18, stipulate that the Commission may approve a waiver to the timely use of funds deadline one time only for up to 20 months in accordance with Section 14529.6 of the Government Code.

State of California
**DEPARTMENT OF TRANSPORTATION**

California State Transportation Agency

# MEMORANDUM

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

**CTC Meeting**: June 26-27, 2019

**From**: STEVEN KECK, Chief Financial Officer

**Reference Number**: 2.8a.(10), Action Item

**Prepared By**: Rihui Zhang,Chief
Division of Local Assistance

**Subject**: **REQUEST TO EXTEND THE PERIOD OF PROJECT ALLOCATION FOR ACTIVE TRANSPORTATION PROJECTS, PER ATP GUIDELINES**
**WAIVER 19-38**

## ISSUE:

Should the California Transportation Commission (Commission) extend the period of project allocation for 56 projects, totaling $75,909,000 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 56 projects, totaling $75,909,000 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 explanation for the delays. The respective agencies 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 deadline, one-time only, for up to 20 months.

Attachment

**Time Extension/Waiver – Project Allocation Deadline**
**Active Transportation Program**

Project Number: 1
Applicant: City of Fortuna
County: Humboldt
District: 1
PPNO: 2441A
Extended Amount: $712,000
Phase: Construction
Number of Months Requested: 6 Months
Extended Deadline: 12/31/2019
Department Recommendation: Support, 6 Months
Solicitation: Statewide

**South Fortuna Elementary School Safe Routes to School Project**

The City of Fortuna (City) requests a six-month extension to allocate funding for the construction (CON) phase of the South Fortuna Elementary School Safe Routes to School Project. The City experienced unexpected delays during the Right of Way (RW) phase.

The City has finished the design phase of the project and is in the process of securing RW access. Following the completion of RW surveying and mapping, it was discovered that 17 Permits to Enter (PTE) and construction agreements would be needed in order to blend improvements into existing improvements and topography. The amount of PTE's was unforeseen. The City is actively working to secure all necessary PTE's and anticipates having RW clearance by September 2019. At that time the project will be ready to request an allocation for CON and advertise the project.

Therefore, the City requests a six-month time extension to allocate CON by December 31, 2019.

Project Number: 2
Applicant: City of Trinidad
County: Humboldt
District: 1
PPNO: 2442A
Extended Amount: $509,000
Phase: Construction
Number of Months Requested: 12 Months
Extended Deadline: 06/30/2020
Department Recommendation: Support, 12 Months
Solicitation: Statewide

**Van Wycke Bicycle and Pedestrian Connectivity Project**

The City of Trinidad (City) requests a 12-month extension to allocate funding for the construction (CON) phase of the Van Wycke Bicycle and Pedestrian Connectivity Project. The City experienced unexpected delays in the environmental phase.

The Commission approved 12-month time extensions to the Plans, Specifications, and Estimates (PS&E) and Right of Way (RW) phases in June 2018. The City experienced powerful storms in December 2016 and January 2017 delaying the project's environmental. There was extensive damage to the bluff and parking area underlying a section of the proposed project near Memorial Lighthouse and Edwards Street. This resulted in a state and federally declared disaster area. The City's response to the damage involved assessments and studies of bluff stability, emergency permitting and implementation of modifications and ultimately the relocation of the Memorial Lighthouse. The modifications and lighthouse relocation were completed by January 2018. New cultural concerns were also raised by the Yukon Tribe. The City could not finalize California Environmental Quality Act (CEQA) documents until these issues were understood and addressed. The City requested and was approved for time extensions to allocate Plans, Specification and Estimates, and RW at the June 2018 California Transportation Commission (Commission) meeting. The City is requesting those allocations at the June 2019 Commission meeting. The City obtained CEQA clearance in April 2019 and expects RW certification to be complete by February 2020.

Therefore, the City requests a 12-month time extension to allocate CON by June 30, 2020.

Project Number: 3
Applicant: County of Humboldt
County: Humboldt
District: 1
PPNO: 2445A
Extended Amount: $1,358,000
Phase: Construction
Number of Months Requested: 12 Months
Extended Deadline: 06/30/2020
Department Recommendation: Support, 12 Months
Solicitation: Small Urban & Rural

**Manila Moves Campaign and Shared Use Path project**

The County of Humboldt (County) requests a 12-month extension to allocate funding for the construction (CON) phase of the Manila Moves Campaign and Shared Use Path project. The County experienced unexpected delays in the environmental phase.

The County received time extensions for Plans, Specification & Estimates (PS&E) and Right of Way (RW) phases in May 2018. At that time, the project schedule was impacted by concerns over a bike path alignment and a proposed on-site wetland creation to serve as a compensatory mitigation for wetland impacts. These issues have been resolved, with California Environmental Quality Act and National Environmental Policy Act clearances completed in January 2019. However, the delay continues to impact the delivery schedules. The County anticipates receiving all environmental permits by February 2020 and receiving the California Department of Transportation's encroachment permit by April 2020. The encroachment permit will allow completion of the RW certification at which time the County will be able to request the allocation for CON by June 2020. This project has a concurrent time extension request for its CON 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: 4
Applicant: County of Humboldt
County: Humboldt
District: 1
PPNO: 2445B
Extended Amount: $10,000
Phase: Construction Non-Infrastructure
Number of Months Requested: 12 Months
Extended Deadline: 06/30/2020
Department Recommendation: Support, 12 Months
Solicitation: Small Urban & Rural

**Manila Moves Campaign and Shared Use Path program**

The County of Humboldt (County) requests a 12-month extension to allocate funding for the construction non-infrastructure (CON-NI) phase of the Manila Moves Campaign and Shared Use Path program. The County experienced unexpected delays in the environmental phase.

The County received time extensions for Plans, Specification & Estimates (PS&E) and Right of Way (RW) phases in May 2018. At that time, the project schedule was impacted by concerns over a bike path alignment and a proposed on-site wetland creation to serve as a compensatory mitigation for wetland impacts. These issues have been resolved, with California Environmental Quality Act and National Environmental Policy Act clearances completed in January 2019. However, the delay continues to impact the delivery schedules. The County anticipates receiving all environmental permits by February 2020 and receiving the California Department of Transportation's encroachment permit by April 2020. The encroachment permit will allow completion of the RW certification at which time the County will be able to request the allocation for Construction (CON) by June 2020. The CON-NI phase of work is dependent on initiation of the CON phase of work, therefore an extension of the CON-NI allocation is being requested. This project has a concurrent time extension request for its CON allocation on this month's Commission agenda.

Therefore, the County requests a 12-month time extension to allocate CON-NI by June 30, 2020.

Project Number: 5
Applicant: City of Blue Lake
County: Humboldt
District: 1
PPNO: 2505A
Extended Amount: $777,000
Phase: Construction
Number of Months Requested: 12 Months
Extended Deadline: 06/30/2020
Department Recommendation: Support, 12 Months
Solicitation: Small Urban & Rural

**Blue Lake Annie and Mary Trail, Phase 1 project**

The City of Blue Lake (City) requests a 12-month extension to allocate funding for the construction (CON) phase of the Blue Lake Annie and Mary Trail, Phase 1 project. The City experienced delays during the Project Approval & Environmental Documents (PA&ED) phase.

The City received the PA&ED allocation in April 2018, however, the City had to renew a contract with the engineering consultant which was finalized in August 2018. During the PA&ED phase, it was determined that an existing 18-inch culvert, located within a wetland, would need to be lowered. The permitting for this process is expected to take up to six months for regulatory agency review and comment. Plans, Specification & Estimates (PS&E) and Right of Way (RW) were allocated in January 2019. Shortly thereafter, the City began the topographic and boundary survey along the proposed alignment of the trail. The project encroaches onto North Coast Rail Authority (NCRA) RW. In March 2019, the survey drawing for RW was submitted to the engineering consultant for review. It was discovered that there were no current records for a portion of the RW and the original railroad RW deed conveyances were indeterminate of location. The vague data regarding the location of RW requires additional document review and field time to reasonably determine the limits of the NCRA RW. In addition, the agreement between the NCRA and the City that will allow the City to construct and use the trail within the NCRA RW also must obtain California Transportation Commission (Commission) approval. This agreement is on the Commission's June 2019 agenda. The City anticipates resolving these issues and requesting CON by June 2020. This project has a concurrent time extension request for its CON Non-Infrastructure 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: 6
Applicant: City of Blue Lake
County: Humboldt
District: 1
PPNO: 2505B
Extended Amount: $6,000
Phase: Construction Non-Infrastructure
Number of Months Requested: 12 Months
Extended Deadline: 06/30/2020
Department Recommendation: Support, 12 Months
Solicitation: Small Urban & Rural

**Blue Lake Annie and Mary Trail, Phase 1 program**

The City of Blue Lake (City) requests a 12-month extension to allocate funding for the construction non-infrastructure (CON-NI) phase of the Blue Lake Annie and Mary Trail, Phase 1 program. The City experienced delays during the Project Approval & Environmental Documents (PA&ED) phase.

The City received the PA&ED allocation in April 2018, however, the City had to renew a contract with the engineering consultant which was finalized in August 2018. During the PA&ED phase, it was determined that an existing 18" culvert, located within a wetland, would need to be lowered. The permitting for this process is expected to take up to six months for regulatory agency review and comment. Plans, Specification & Estimates (PS&E) and Right of Way (RW) were allocated in January 2019. Shortly thereafter, the City began the topographic and boundary survey along the proposed alignment of the trail. The project encroaches onto North Coast Rail Authority (NCRA) RW. In March 2019, the survey drawing for RW was submitted to the engineering consultant for review. It was discovered that there were no current records for a portion of the RW and the original railroad RW deed conveyances were indeterminate of location. The vague data regarding the location of RW requires additional document review and field time to reasonably determine the limits of the NCRA RW. In addition, the agreement between the NCRA and the City that will allow the City to construct and use the trail within the NCRA RW also must obtain California Transportation Commission (Commission) approval. This agreement is on the Commission's 2019 agenda. The City anticipates resolving these issues and requesting Construction (CON) by June 2020. The CON-NI phase of work is dependent on initiation of the CON phase of work, therefore an extension of the CON-NI allocation is being requested. This project has a concurrent time extension request for its CON allocation on this month's Commission agenda.

Therefore, the City requests a 12-month time extension to allocate CON-NI by June 30, 2020.

Project Number: 7
Applicant: Lake County
County: Lake
District: 1
PPNO: 3110
Extended Amount: $1,232,000
Phase: Construction
Number of Months Requested: 12 Months
Extended Deadline: 06/30/2020
Department Recommendation: Support, 12 Months
Solicitation: Small Urban & Rural

**Middletown Multi-Use Path project**

Lake County (County) requests a 12-month extension to allocate funding for the construction (CON) phase of the Middletown Multi-Use Path project. The County experienced delays during the environmental phase of the project.

A field review was conducted in December 2017 with the California Department of Transportation (Department) staff to determine which studies would be required for California Environmental Quality Act (CEQA) clearance since the project is primarily within the State's Right of Way (RW). The County was advised that there are archeological sites adjacent to the project area and an Archeological Survey Report (ASR) would be required. Department staff also requested a Natural Environment Study (NES) to define the impacts on state species that may navigate a small water way within the project limits. The County solicited proposals to conduct the studies, convened a consultant selection board, and negotiated the cost and scope of each study. The County has completed the studies and submitted them to the County Community Development Department to complete the CEQA process. These project studies were unforeseen and resulted in delaying the project. As a result, the County requested and was granted allocation time extensions for the Plans, Specifications, and Estimates (PS&E) and RW phases at the May 2018 Commission meeting. The County will be requesting a concurrent allocation of PS&E and RW at the August 2019 Commission meeting. The County expects to have a categorical exemption for CEQA completed by June 2019 and RW certification complete by January 2020. PS&E will be completed by May 2020. The County anticipates to be ready for CON allocation by June 2020.

Therefore, the County requests a 12-month time extension to allocate CON by June 30, 2020.

Project Number: 8
Applicant: Mendocino Council of Governments
County: Mendocino
District: 1
PPNO: 4632
Extended Amount: $952,000
Phase: Construction
Number of Months Requested: 20 Months
Extended Deadline: 02/28/2021
Department Recommendation: Support, 20 Months
Solicitation: Statewide

**State Route 162 Corridor Multi-Purpose Trail – Phase II project**

Mendocino Council of Governments (MCOG) requests a 20-month extension to allocate funding for the construction (CON) phase of the State Route 162 Corridor Multi-Purpose Trail – Phase II project. MCOG experienced unexpected delays in Right of Way (RW) certification.

MCOG received a time extension for allocation of Plans, Specification & Estimates (PS&E) phase of the adjacent ATP project (PPNO 4634) due to a year-long delay in obtaining permissions to enter six parcels during the environmental phase of the project. This project is adjacent to PPNO 4634 and will be delivered under one contract. MCOG has hired a consultant for RW appraisal and acquisition services and is progressing through the RW phase. MCOG expects that condemnation may be necessary. MCOG also anticipates the utility relocation process will take longer than expected due to delays caused by Pacific Gas and Electric's current legal issues. Due to these unforeseen issues, MCOG anticipates RW certification in December 2020 and anticipates advertising for the CON contract in February 2021.

Therefore, MCOG requests a 20-month time extension to allocate CON by February 28, 2021.

Project Number: 9
Applicant: Mendocino Council of Governments
County: Mendocino
District: 1
PPNO: 4634
Extended Amount: $1,720,000
Phase: Construction
Number of Months Requested: 20 Months
Extended Deadline: 02/28/2021
Department Recommendation: Support, 20 Months
Solicitation: Statewide

**Installation of a Class I Trail on and perpendicular to SR 162 project**

The Mendocino Council of Governments (MCOG) requests a 20-month extension to allocate funding for the construction (CON) phase of the Installation of a Class I Trail on and perpendicular to SR 162 project. MCOG experienced unexpected delays in Right of Way (RW).

MCOG received a time extension for allocation of Plans, Specification & Estimates (PS&E) phase due to a year-long delay in obtaining permissions to enter six parcels during the environmental phase of the project. This project is adjacent to PPNO 4632 and will be delivered under one contract. Five of the parcels were under the jurisdiction of the Bureau of Indian Affairs and one non-tribal parcel. A lawsuit was filed against the MCOG by the owner of the non-tribal parcel to challenge the California Environmental Quality Act (CEQA) document. MCOG has been working with the owner to negotiate a settlement since January 2018. MCOG has hired a consultant for RW appraisal and acquisition services and is progressing through the RW phase. MCOG expects that condemnation may be necessary to acquire the non-tribal parcel. MCOG also anticipates the utility relocation process will take longer than expected due to delays caused by Pacific Gas and Electric's current legal issues. Due to these unforeseen issues, MCOG anticipates RW certification in December 2020 and anticipates advertising for the CON contract in February 2021.

Therefore, MCOG requests a 20-month time extension to allocate CON by February 28, 2021.

Project Number: 10
Applicant: County of Placer
County: Placer
District: 3
PPNO: 1528
Extended Amount: $150,000
Phase: Construction
Number of Months Requested: 3 Months
Extended Deadline: 09/30/2019
Department Recommendation: Support, 3 Months
Solicitation: Metropolitan Planning Organization

**Placer County West Shore Highway Crossing Improvements project**

The County of Placer (County) requests a three-month extension to allocate funding for the construction (CON) phase of the Placer County West Shore Highway Crossing Improvements project. The County experienced unexpected delays in the Plans, Specifications & Estimates (PS&E) phase.

The County received a three-month time extension to allocate for PS&E in June 2018. The delay was due to turnover of the previous project manager and the hiring of a new project manager in January 2018. The project team has made every effort to make up for lost time, however, the extensive coordination effort necessary to complete PS&E has made it unattainable. The County originally anticipated completing PS&E and RW phases and allocating CON before the June 2019 deadline. Due to the unforeseen delays, the County anticipates completing PS&E and Right of Way phases by end of June 2019. The allocation request for CON is scheduled for August 2019, but the County is asking for three months for any further unanticipated delays.

Therefore, the County requests a three-month time extension to allocate CON by September 30, 2019.

Project Number: 11
Applicant: City of Sacramento
County: Sacramento
District: 3
PPNO: 1685
Extended Amount: $2,858,000
Phase: Construction
Number of Months Requested: 20 Months
Extended Deadline: 02/28/2021
Department Recommendation: Support, 20 Months
Solicitation: Statewide

**North 12th Complete Street project**

The City of Sacramento (City) requests a 20-month extension to allocate funding for the construction (CON) phase of the North 12th Complete Street project. The City experienced unexpected delays in the Right of Way (RW) phase.

The City's acquisition of three parcels, which has been underway since October 2018, involves working with property owners to minimize the number of commercial driveways fronting the project. Meetings with the affected property owners were ongoing until December 2018 at which point appraisals were prepared for the RW acquisition and offers submitted. To date the City has received one signed acquisition agreement. The property owner on 12th Street is attempting to sell the entire site to the City. This property owner is also in negotiations on another separate federal aid project. The property owner is co-mingling issues with both projects, extending negotiations. The acquisition at this property is essential to the project as it provides a right turn pocket to accommodate a safe interaction between bicyclists and vehicular traffic. The property owner of the parcel located on Richards Boulevard has hired legal counsel and had their own appraisal done for the acquisition areas. They have not made a counter offer and claim that their tenant has also hired legal counsel. Their tenant has threatened legal action against them because of lost utility to their leasehold interest. The City has worked with the owner and lease tenant by modifying the project design to the extent that it has negligible impact on the property and the tenant's site area. Efforts to obtain a timeline to continue negotiations have been unsuccessful. In both cases, the City is preparing to start the Eminent Domain process beginning with the Resolution of Necessity from the City Council. The City will continue to work with the property owners and is confident that with the Eminent Domain proceedings, the project schedule will be met.

Therefore, the City requests a 20-month time extension to allocate CON by February 28, 2021.

Project Number: 12
Applicant: City of Sacramento
County: Sacramento
District: 3
PPNO: 1689
Extended Amount: $1,107,000
Phase: Plans, Specifications and Estimates
Number of Months Requested: 20 Months
Extended Deadline: 02/28/2021
Department Recommendation: Support, 20 Months
Solicitation: Metropolitan Planning Organization

**Del Rio Trail project**

The City of Sacramento (City) requests a 20-month extension to allocate funding for the Plans, Specifications and Estimates (PS&E) phase of the Del Rio Trail project. The City experienced unexpected legal delays.

The proposed bike trail project will require the removal of short segments of an abandoned rail line, the Walnut Grove Branch Line. The California Department of Transportation (Department) and the State Historic Preservation Office have concurred that the project's impact on the rail line is de minimus under Section 4(f) and has no adverse effect under Section 106. A local railroad preservation group has filed a lawsuit challenging these California Environmental Quality Act (CEQA) findings. The City was notified of the lawsuit on April 26, 2019. The petitioners have approximately one month from that date to serve the City a writ of mandate with the actual lawsuit. The anticipated CEQA schedule, once the City is served, is three months to schedule a settlement meeting and allow time for negotiations, another three months of record preparation for trial, nine months to schedule a hearing with a judge, and six months for a verdict. The City is revising its anticipated completion of National Environmental Policy Act clearance from April 2019 to February 2021.

Therefore, the City requests a 20-month time extension to allocate PS&E by February 28, 2021.

Project Number: 13
Applicant: City of Citrus Heights
County: Sacramento
District: 3
PPNO: 1693A
Extended Amount: $246,000
Phase: Plans, Specifications and Estimates
Number of Months Requested: 6 Months
Extended Deadline: 12/31/2019
Department Recommendation: Support, 6 Months
Solicitation: Statewide and Metropolitan Planning Organization

**Citrus Heights Electric Greenway (Class 1 Multi-Use Trail) project**

The City of Citrus Heights (City) requests a six-month extension to allocate funding for the Plans, Specifications and Estimates (PS&E) phase of the Citrus Heights Electric Greenway (Class 1 Multi-Use Trail) project. The City experienced unexpected delays in the Project Approval and Environmental Document (PA&ED) phase.

The City received the allocation for PA&ED in January 2018. Since then the City has been diligently working on all aspects of the PA&ED phases, however, the City has encountered two major delays in the adoption of the environmental documents. The Federal Emergency Management Agency (FEMA) requested specific storm modeling information as part of the environmental review. The City submitted its request for review in January 2019, in the middle of the government shutdown. According to FEMA's data request form, their response time averages three weeks. To date, the City has not received a response and is currently at 15 weeks from the time of submission. The City identified alternate methods of obtaining required information and is currently working with other jurisdictions that performed work on nearby projects. Staff has been successful in obtaining information and is moving forward with the environmental process. This has taken longer than what was originally anticipated and delayed the start of several environmental studies by several months. In addition, as part of the Preliminary Environmental Study, other environmental studies are required and were not anticipated or included as part of the original contract for the project consultant. The City Council has authorized additional local funds to complete the required technical studies. This added process to obtain quotes, negotiate prices and seek City Council approval has added to the project's timeline. The City anticipates adopting environmental documents by August 2019 and completion of NEPA review by the Department in September 2019. The City plans to request the allocation for PS&E in December 2019. This project has a concurrent time extension request for its RW allocation on this month's Commission agenda.

Therefore, the City requests a six-month time extension to allocate PS&E by December 31, 2019.

Project Number: 14
Applicant: City of Citrus Heights
County: Sacramento
District: 3
PPNO: 1693A
Extended Amount: $65,000
Phase: Right of Way
Number of Months Requested: 6 Months
Extended Deadline: 12/31/2019
Department Recommendation: Support, 6 Months
Solicitation: Statewide and Metropolitan Planning Organization

**Citrus Heights Electric Greenway (Class 1 Multi-Use Trail) project**

The City of Citrus Heights (City) requests a six-month extension to allocate funding for the Right of Way (RW) phase of the Citrus Heights Electric Greenway (Class 1 Multi-Use Trail) project. The City experienced unexpected delays in in the Project Approval and Environmental Document (PA&ED) phase.

The City received the allocation for PA&ED in January 2018. Since then the City has been diligently working on all aspects of the PA&ED phases, however, the City has encountered two major delays in the adoption of the environmental documents. The Federal Emergency Management (FEMA) requested specific storm modeling information as part of the environmental review. The City submitted its request for review in January 2019, in the middle of the government shutdown. According to FEMA's data request form, their response time averages three weeks. To date, the City has not received a response and is currently at 15 weeks from the time of submission. The City identified alternate methods of obtaining required information and is currently working with other jurisdictions that performed work on nearby projects. Staff has been successful in obtaining information and is moving forward with the environmental process. This has taken longer than what was originally anticipated and delayed the start of several environmental studies by several months. In addition, as part of the Preliminary Environmental Study, other environmental studies are required and were not anticipated or included as part of the original contract for the project consultant. The City Council has authorized additional local funds to complete the required technical studies. This added process to obtain quotes, negotiate prices and seek City Council approval has added to the project's timeline. The City anticipates adopting environmental documents by August 2019 and completion of NEPA review by the Department in September 2019. The City plans to request the allocation for RW in December 2019. This project has a concurrent time extension request for its PS&E allocation on this month's Commission agenda.

Therefore, the City requests a six-month time extension to allocate RW by December 31, 2019.

Project Number: 15
Applicant: City of Sacramento
County: Sacramento
District: 3
PPNO: 1768
Extended Amount: $3,333,000
Phase: Construction
Number of Months Requested: 20 Months
Extended Deadline: 02/28/2021
Department Recommendation: Support, 20 Months
Solicitation: Statewide

**Two Rivers Trail (Phase II) project**

The City of Sacramento (City) requests a 20-month extension to allocate funding for the construction (CON) phase of the Two Rivers Trail (Phase II) project. The City experienced unexpected delays during the environmental phase.

The City is proposing a Class I Path along the American River to connect an existing path at H Street to Sutter's Landing Regional Park. The City conducted an alternative analysis and feasibility study for the trail alignment. This was necessary due to a policy of the American River Flood Control District (ARFCD) prohibiting a trail from being placed on the levee top. The feasibility study needed concept approval from the United States Army Corps of Engineers (USACE) in order to develop an accurate project description for the Initial Study – Mitigated Negative Declaration (IS-MND). The study was submitted to the USACE but due to natural disasters in Houston and the Napa Valley, USACE has been delayed by six months. In addition, during draft preparation of the Draft IS-MND, the City experienced controversy with adjacent neighborhoods over the trail. The Draft IS-MND was circulated in November 2018. Based on comments received, the City believes it will face legal challenges if approved. The City has taken action to convert the MND into an Environmental Impact Report (EIR) and simplify the project by obtaining a variance from the ARFCD by locating a segment of the trail on top of the levee. This eliminates a previously proposed modification and alleviates public concern, and potentially simplifies the USACE review during the Section 408 process. These actions are expected to be done by February 2021. The City's consultant has been contracted to complete the EIR and the City anticipates the EIR to be certified by January 2020. Final design and Right of Way certification are expected to be completed by September 2020 and the project ready for CON allocation by February 2021.

Therefore, the City requests a 20-month time extension to allocate CON by February 28, 2021.

Project Number: 16
Applicant: City of Sacramento
County: Sacramento
District: 3
PPNO: 1771
Extended Amount: $1,194,000
Phase: Construction
Number of Months Requested: 20 Months
Extended Deadline: 02/28/2021
Department Recommendation: Support, 20 Months
Solicitation: Metropolitan Planning Organization

**Meadowview Road Complete Street Phase 2 project**

The City of Sacramento (City) requests a 20-month extension to allocate funding for the construction (CON) phase of the Meadowview Road Complete Street Phase 2 project. The City experienced unexpected delays in the Right of Way (RW) phase.

The project requires acquisition of 16 parcels and relocation of several overhead utility poles and underground utilities belonging to Sacramento Municipal Utility District, Comcast, AT&T, Consolidated, Verizon and Pacific Gas and Electric. RW and utility coordination work has been underway since September 2018. Three property owners have delayed RW certification for several months. One property owner is part of a Trust Will and acquisition requires concurrence by several trustees. This property owner is in negotiations on two separate projects with the City. The property owner is co-mingling issues with both projects, resulting in extended negotiations. The City is preparing to start the Eminent Domain process to acquire the property for the project. This process is anticipated to take 7 to 19 months. Another property owner is residing abroad and is unable to return to the United States due to medical reasons. An agreement has been reached but there has been delays securing the proper notary acknowledgement and documents associated with the acquisition. The owner must visit the United States Embassy to fill out the proper legal documents for the acquisition. This process will take a minimum of three months. A third property owner, the United States Department of Labor (DOL), supports the project but part of a wall originating from the property is encroaching into the City's RW and must be relocated. The City and DOL have had productive discussions and the City estimates it will take nine months to resolve the issues. Furthermore, utility relocations require longer lead times due to joint pole coordination between various utility owners. As a direct result of these issues, RW certification has been delayed.

Therefore, the City requests a 20-month time extension to allocate CON by February 28, 2021.

Project Number: 17
Applicant: City of Daly City
County: San Mateo
District: 4
PPNO: 2140W
Extended Amount: $1,719,000
Phase: Construction
Number of Months Requested: 12 Months
Extended Deadline: 06/30/2020
Department Recommendation: Support, 12 Months
Solicitation: Statewide

**Central Corridor Bike and Pedestrian Safety Improvements project**

The City of Daly City (City) requests a 12-month extension to allocate funding for the construction (CON) phase of the Central Corridor Bike and Pedestrian Safety Improvements project. The City experienced unexpected delays in the permitting process.

The project will install curb ramps, bulb-outs, Class II and Class III bicycle facilities, sidewalk gap closures, and traffic signal improvements at various locations in Daly City including portions of El Camino Real and State Route 82. The City has been working with the California Department of Transportation (Department) to acquire an encroachment permit for the portions of improvements proposed within State right of way (RW). The encroachment permit process has taken longer than anticipated due to multiple reviews. The City submitted the first encroachment permit to the Department in June 2018 and is currently addressing comments from the Department. In addition to the encroachment permit, there is no existing maintenance agreement between the County of San Mateo (County) and the Department. The County is working with the Department to execute a new project specific maintenance agreement to cover the improvements proposed within the unincorporated County. The Department has requested the City remedy existing nonstandard travel lane widths along El Camino Real adjacent the limits of the project's proposed sidewalk gap closures elements. The City has submitted a design standard exemption request and is awaiting approval. The City needs additional time to resolve these ongoing issues and request CON allocation by June 2020.

Therefore, the City requests a 12-month time extension to allocate CON by June 30, 2020.

Project Number: 18
Applicant: City of Salinas
County: Monterey
District: 5
PPNO: 2693
Extended Amount: $3,614,000
Phase: Construction
Number of Months Requested: 12 Months
Extended Deadline: 06/30/2020
Department Recommendation: Support, 12 Months
Solicitation: Small Urban & Rural

**Bardin Road Safe Routes to School Improvements project**

The City of Salinas (City) requests a 12-month extension to allocate funding for the construction (CON) phase of the Bardin Road Safe Routes to School Improvements project. The City experienced unexpected delays during the Right of Way (RW) phases of the project.

The City is unable to complete RW certification due to two pending property acquisitions and unexpected delays from utility companies. The City is awaiting the signing of one agreement by the Hartnell College President, who will be transferring approximately three quarters of an acre to the City. The second acquisition is still in negotiations due to the property owner requesting plan modifications in front of the property. The City anticipates having recorded deeds by July 2019. The City is also experiencing various issues with utility companies of underground water and gas facilities that are in conflict with proposed improvements. The City is waiting on Alco Water to provide clearance requirements to determine if there is enough depth between the water lines and heavy equipment that will be used during construction since equipment can damage old pipes. In addition, the City has yet to receive relocation plans for the gas line from Pacific Gas and Electric. Due these unforeseen delays, the City anticipates RW certification by March 2020 and CON allocation in June 2020.

Therefore, the City requests a 12-month time extension to allocate CON by June 30, 2020.

Project Number: 19
Applicant: City of Santa Barbara
County: Santa Barbara
District: 5
PPNO: 2771
Extended Amount: $207,000
Phase: Plans, Specification and Estimates
Number of Months Requested: 12 Months
Extended Deadline: 06/30/2020
Department Recommendation: Support, 12 Months
Solicitation: Statewide

**Eastside Green Lanes and Bike Boulevard Gap Closure project**

The City of Santa Barbara (City) requests a 12-month extension to allocate funding for the Plans, Specification and Estimates (PS&E) phase of the Eastside Green Lanes and Bike Boulevard Gap Closure project. The City experienced unexpected delays during the design and environmental phases of the project.

The City received their Project Approval and Environmental Documents (PA&ED) allocation in December 2017. The City proceeded with the consultant selection process for topographic survey services and awarded the contract in July 2018. Due to the various locations of work and detailed right of way (RW) research, the final survey deliverables were not received until December 2018, after which the City began preliminary design. As a direct result, the City submitted the project for environmental review to the Planning Division in April 2019, five months after the anticipated date. The City plans to submit a design review application in May 2019. This will be followed by additional community outreach on the project's design. The City anticipates design approval by Fall 2019. For these reasons, the City needs additional time to complete the environmental, design reviews and community outreach on the preliminary design. Completion of the environmental document is scheduled for May 2020.

Therefore, the City requests a 12-month time extension to allocate PS&E by June 30, 2020.

Project Number: 20
Applicant: City of Guadalupe
County: Santa Barbara
District: 5
PPNO: 2805
Extended Amount: $401,000
Phase: Construction
Number of Months Requested: 6 Months
Extended Deadline: 12/31/2019
Department Recommendation: Support, 6 Months
Solicitation: Statewide

**Guadalupe Street (Hwy 1) Pedestrian Improvements project**

The City of Guadalupe (City) requests a 6-month extension to allocate funding for the construction (CON) phase of the Guadalupe Street (Hwy 1) Pedestrian Improvements project. The City experienced unexpected delays during the preliminary design phase of the project.

The City is required to obtain an encroachment permit from the Department of Transportation (Department) for the project due to construction in the State Right of Way (RW). Design plans were submitted to the Department in May 2018. The plans were reviewed and required the City to make design modifications to curb ramps and street crossings. The changes were driven by updates to the Departments' Americans with Disability Act (ADA) design guidance. When the original application for the project was submitted, the Department had not released the revised ADA design guidance. The modifications, including addition of bulb outs at 6th Street and 9th Street, were not anticipated. With the help of the Departments' Local Assistance Office, the permitting office allowed the City to apply for an encroachment permit rider to allow the installation of RRFB's at the State Route 1 and 5th Street crossing. The City received the encroachment permit with rider in April 2019. These project changes triggered the request for a scope change which was submitted to the Department in May 2019. The City is requesting additional time to complete the final design and complete the scope change process. The City expects to complete the final design and obtain RW certification by August 2019. The City anticipates requesting CON allocation in December 2019 and begin construction in April 2020.

Therefore, the City requests a 6-month time extension to allocate CON by December 31, 2019.

Project Number: 21
Applicant: City of Farmersville
County: Tulare
District: 6
PPNO: 6723
Extended Amount: $322,000
Phase: Construction
Number of Months Requested: 3 Months
Extended Deadline: 09/30/2019
Department Recommendation: Support, 3 Months
Solicitation: Metropolitan Planning Organization

**Farmersville Safe Routes to School Walnut Avenue Project**

The City of Farmersville (City) requests a three-month extension to allocate funding for the construction (CON) phase of the Farmersville Safe Routes to School Walnut Avenue Project. The City experienced unexpected delays during the Right of Way (RW) phase of the project.

The City's RW process has taken significantly longer than planned. The parcel at the southwest corner of Walnut and Ventura Avenues had liens associated with the owner. Further complicating the RW process, the owner filed bankruptcy during the acquisition process. Due to these complications, a lengthy legal process ensued to acquire the RW. The City anticipates obtaining RW Certification in June 2019, however, to allow for any unforeseen issues, the City is requesting an extension to September 2019.

Therefore, the City requests a three-month time extension to allocate CON by September 30, 2019.

Project Number: 22
Applicant: County of Tulare
County: Tulare
District: 6
PPNO: 6901
Extended Amount: $1,688,000
Phase: Construction
Number of Months Requested: 9 Months
Extended Deadline: 03/31/2020
Department Recommendation: Support, 9 Months
Solicitation: Statewide

**Earlimart Sidewalk Improvements project**

The County of Tulare (County) requests a nine-month extension to allocate funding for the construction (CON) phase of the Earlimart Sidewalk Improvements project. The County experienced unexpected delays during the design phase of the project.

The County conducted a topographical survey of the project limits after receiving funding for the Plans, Specification & Estimates phase, in December 2017. The findings were incorporated into the design as detailed in the original project schedule. Prior to the survey, the County was aware of the number of fences that would be needed to be relocated within the project limits to accommodate the proposed design. The County realized after the survey that many more fences would need to be relocated in addition to the others. The County held a number of community meetings throughout 2018 in an effort to address the issues with the fences. During outreach efforts, it was brought to the County's attention that there are issues with drainage as well. The residents and community leaders are in support of the project and are working with the County to move the project forward. In an effort alleviate drainage issues, the County will be adding local funds to cover the additional work needed for construction to provide necessary drainage improvements.

Therefore, the County requests a nine-month time extension to allocate CON by March 31, 2020.

Project Number: 23
Applicant: City of Coalinga
County: Fresno
District: 6
PPNO: 6911
Extended Amount: $999,000
Phase: Construction
Number of Months Requested: 12 Months
Extended Deadline: 06/30/2020
Department Recommendation: Support, 12 Months
Solicitation: Metropolitan Planning Organization

**Coalinga Safe Routes to School Sidewalk Gap Closure and Pedestrian Improvements project**

The City of Coalinga (City) requests a 12-month extension to allocate funding for the construction (CON) phase of the Coalinga Safe Routes to School Sidewalk Gap Closure and Pedestrian Improvements Project. The City experienced unexpected delays during the design phase of the project.

The City is experiencing dramatic increases in CON costs on other projects. The City has reevaluated this project due to the anticipated increase in cost and has submitted a scope change to the California Department of Transportation (Department) in February 2019. The request is being modified to better address the pre and post conditions. The project has been put on hold until the final scope has been determined. After the final scope has been determined, the City will submit the scope change for approval at a future California Transportation Commission meeting.

Therefore, the City requests a 12-month time extension to allocate CON by June 30, 2020.

Project Number: 24
Applicant: County of Los Angeles
County: Los Angeles
District: 7
PPNO: 5103
Extended Amount: $1,321,000
Phase: Construction
Number of Months Requested: 18 Months
Extended Deadline: 12/31/2020
Department Recommendation: Support, 18 Months
Solicitation: Statewide

**Los Nietos Safe Routes to Schools – Phase I project**

The County of Los Angeles (County) requests an 18-month extension to allocate funding for the construction (CON) phase of the Los Nietos Safe Routes to Schools – Phase I project. The County experienced unexpected delays during the Right of Way (RW) phase of the project.

The County encountered a right of way (RW) issue with the Los Nietos School District at the intersection of Vicki Drive and Goody Street. Additional RW assessment and acquisition are needed as a direct result of infrastructure upgrades related to compliance with the American with Disabilities Act (ADA). It was unknown to the County prior to starting the project design that RW acquisition would be required because the project was located within the County RW. The County must reevaluate and acquire RW access to satisfy ADA requirements that were discovered during project design. The project was categorically excluded from CEQA and NEPA in April 2018. The County plans to start advertising for CON in December 2020.

Therefore, the County requests an 18-month time extension to allocate CON by December 31, 2020.

Project Number: 25
Applicant: City of Los Angeles
County: Los Angeles
District: 7
PPNO: 5105
Extended Amount: $934,000
Phase: Construction
Number of Months Requested: 12 Months
Extended Deadline: 06/30/2020
Department Recommendation: Support, 12 Months
Solicitation: Statewide

**Pedestrian and Bicycle Neighborhood Intersection Enhancements project**

The City of Los Angeles (City) requests a 12-month extension to allocate funding for the construction (CON) phase of the Pedestrian and Bicycle Neighborhood Intersection Enhancements project. The City experienced unexpected delays during the design phase of the project.

The City has been working on civil engineering design of the project which includes pedestrian, bicycle, and general traffic calming improvements such as continental crosswalks, pavement marking, and mini-roundabouts at four locations throughout the City. The City engaged the public for comment during the development phase of the project. The design goal was to soften the hardscape by installing landscaping in the inscribed center islands of the mini-roundabouts. However, it was determined in the final geometric layout, that in three of the four locations landscaping would not be possible due to Right of Way (RW) constraints. The center islands would need to be fully traversable to accommodate the turning radius of larger vehicles, such as emergency vehicles. Community acceptance and education is essential to the success of the project. The City is conducting public meetings to educate the neighboring communities and obtain feedback on alternative landscaping. The City has reached approximately 70% design. The NEPA was issued in April 2017 and as part of the RW certification process, the City has initiated the utility notification process.

Therefore, the City requests a 12-month time extension to allocate CON by June 30, 2020.

Project Number: 26
Applicant: County of Los Angeles
County: Los Angeles
District: 7
PPNO: 5108
Extended Amount: $351,000
Phase: Construction
Number of Months Requested: 18 Months
Extended Deadline: 12/31/2020
Department Recommendation: Support, 18 Months
Solicitation: Statewide

**West Carson Community Bikeways project**

The County of Los Angeles (County) requests an 18-month extension to allocate funding for the construction (CON) phase of the West Carson Community Bikeways project. The County experienced unexpected delays during the final design phase of the project.

The County has recently developed pedestrian and bikeway infrastructure implementation guidelines. As a result, staff must perform a final check for any deficiencies, or potential improvements, to be incorporated into the final design to ensure the best possible outcome for the County residents. An onsite survey revealed excessive roadway degradation that the County intends to resurface, using local funds, prior to striping Class II and Class III bikeways to provide appropriate rideability for bicyclists. These repairs are estimated to take 18 months to complete. The County received categorical exemption for CEQA in April 2018. The revised schedule for Right of Way certification is planned for March 2020. The County anticipates advertising for construction in December 2020.

Therefore, the County requests an 18-month time extension to allocate CON by December 31, 2020.

Project Number: 27
Applicant: County of Los Angeles
County: Los Angeles
District: 7
PPNO: 5110
Extended Amount: $2,026,000
Phase: Construction
Number of Months Requested: 18 Months
Extended Deadline: 12/31/2020
Department Recommendation: Support, 18 Months
Solicitation: Statewide

**Hawthorne and Lennox Green Line Station Community Linkages project**

The County of Los Angeles (County) requests an 18-month extension to allocate funding for the construction (CON) phase of the Hawthorne and Lennox Green Line Station Community Linkages project. The County experienced unexpected delays during the planning phase of the project.

The County received a four-month extension for Plans, Specification & Estimates in June 2018. This allowed the County to reevaluate the project scope of work and benefits to the community due to certain previously proposed elements that are impractical to implement. The County met with California Transportation Commission and Department staff to survey the site and develop an alternate scope of work. The County is requesting additional time to finalize the project plans. In addition, the County received a categorical exemption for California Environmental Quality Act in April 2018 but may need to modify the environmental permit based on the approved scope changes. The right of way certification is expected to be completed in June 2019.

Therefore, the County requests an 18-month time extension to allocate CON by December 31, 2020.

Project Number: 28
Applicant: County of Los Angeles
County: Los Angeles
District: 7
PPNO: 5111
Extended Amount: $2,919,000
Phase: Construction
Number of Months Requested: 18 Months
Extended Deadline: 12/31/2020
Department Recommendation: Support, 18 Months
Solicitation: Statewide

**Vincent Community Bikeways project**

The County of Los Angeles (County) requests an 18-month extension to allocate funding for the construction (CON) phase of the Vincent Community Bikeways project. The City experienced unexpected delays during the design phase of the project.

The County staff conducted a community meeting in the fall of 2018 to solicit public input on the project. The community raised concerns that the County is addressing and presenting at a community meeting in May 2019. County staff is looking into safety upgrades including channel-facing fencing along the Big Dalton Wash, new bollards to separate bicyclists from moving vehicles on Class II bike lanes, and pavement resurfacing that are all nonparticipating items to be paid by the County. The California Transportation Commission approved and certified California Environmental Quality Act documents in May 2013. In July 2018, the California Department of Transportation certified that the project is categorically excluded from National Environmental Policy Act. The certification for right of way is expected to be completed by June 2019. The County plans to advertise for construction in December 2020.

Therefore, the County requests an 18-month time extension to allocate CON by December 31, 2020.

Project Number: 29
Applicant: City of Pico Rivera
County: Los Angeles
District: 7
PPNO: 5113
Extended Amount: $3,060,000
Phase: Construction
Number of Months Requested: 20 Months
Extended Deadline: 02/28/2021
Department Recommendation: Support, 20 Months
Solicitation: Statewide

**Pico Rivera Regional Bikeway Project**

The City of Pico Rivera (City) requests a 20-month extension to allocate funding for the construction (CON) phase of the Pico Rivera Regional Bikeway Project. The City experienced unexpected delays during the Project Approval and Environmental Document (PA&ED) phase.

The City has experienced unforeseen issues with the project that was beyond the City's control. The Los Angeles County Department of Public Works (LACDPW) notified the City that they would not allow a bike and pedestrian bridge to be built at the originally approved location. The City needed to submit a scope change request to relocate the proposed bridge portion of the project. The California Department of Transportation (Department) approved the scope change request in August 2017 and the California Transportation Commission (Commission) approved it at the August 2018 Commission meeting. Due to the fact that the project award is over one million dollars, it must be reviewed by Departments Audits and Investigations. During this process, per the federal process, the City continued to move forward with the project. The project was put out to bid and responses were analyzed, so the City would be ready to award once the scope change was approved. The scope change was approved in August 2018 and the project was awarded the same month. Due to these circumstances, the City experienced an 20-month delay. The City will be requesting allocation for Plans, Specification and Estimates (PS&E) and Right of Way (RW) at the August 2019 Commission meeting.

Therefore, the City requests a 20-month time extension to allocate CON by February 28, 2021.

Project Number: 30
Applicant: County of Los Angeles
County: Los Angeles
District: 7
PPNO: 5117
Extended Amount: $1,621,000
Phase: Construction
Number of Months Requested: 18 Months
Extended Deadline: 12/31/2020
Department Recommendation: Support, 18 Months
Solicitation: Statewide

**Aviation and LAX Green Line Station Community Linkages project**

The County of Los Angeles (County) requests an 18-month extension to allocate funding for the construction (CON) phase of the Aviation and LAX Green Line Station Community Linkages project. The County experienced unexpected delays during the design phase.

The County is evaluating project design changes due to concerns from community input. Portions of the project are on El Segundo Boulevard which has been selected for inclusion into the County's traffic Signal Synchronization program. Additionally, Class II bike lanes have been installed on one segment of the project. The County is working on the different options available. The California Transportation Commission approved and certified California Environmental Quality Act documents in May 2013, however, the County may need to modify the environmental permits, based on the design options chosen. In April 2018, the California Department of Transportation certified that the project is categorically excluded from National Environmental Policy Act. The certification for right of way is expected to be completed by June 2019.

Therefore, the County requests an 18-month time extension to allocate CON by December 31, 2020.

Project Number: 31
Applicant: City of Los Angeles
County: Los Angeles
District: 7
PPNO: 5118
Extended Amount: $948,000
Phase: Construction
Number of Months Requested: 12 Months
Extended Deadline: 06/30/2020
Department Recommendation: Support, 12 Months
Solicitation: Statewide

**Orange Line – Sherman Way Pedestrian Links project**

The City of Los Angeles (City) requests a 12-month extension to allocate funding for the construction (CON) phase of the Orange Line – Sherman Way Pedestrian Links project. The City experienced unexpected delays during the Project Approval and Environmental Document (PA&ED) phase.

The project proposes to provide pedestrian and bike improvements linking Metro Orange Line Sherman Way station with nearby destinations. The project will improve safety and include wayfinding signage, curb extensions, benches and American Disabilities Act accessibility. The City has run into numerous issues that are delaying the project. There are proposed lighting improvements that must be accompanied by property tax increases for long-term maintenance, as required by local Proposition 218. There is a lack of community support for the proposed tax increases. In addition, it has been determined that a proposed median island was too small to allow for adequate pedestrian storage capacity and could cause a pedestrian safety hazard. These issues have caused the City to revisit the conceptual design. A project scope change request has recently been submitted to the Department of Transportation for review. The City is seeking the extension to allow time to complete the scope change process, complete environmental documents, and right of way certification. The City plans 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: 32
Applicant: City of Arcadia
County: Los Angeles
District: 7
PPNO: 5120
Extended Amount: $902,000
Phase: Construction
Number of Months Requested: 6 Months
Extended Deadline: 12/31/2019
Department Recommendation: Support, 6 Months
Solicitation: Statewide

**City of Arcadia Bicycle Facility Improvement project**

The City of Arcadia (City) requests a six-month extension to allocate funding for the construction (CON) phase of the City of Arcadia Bicycle Facility Improvement project. The City experienced unexpected delays during the design phase of the project.

The project proposes to construct Class II and III bike facilities, signal and intersection modifications and other bike amenities along multiple corridors. During design of project, the City discovered that a segment of a street in the network could not safely accommodate Class II bike lanes as originally anticipated, thus the segment was replaced with Class III bike route. In order to offset the change, the City has proposed several new Class II bikes lanes and Class III bike routes in other parts of the City. The changes prompted a revalidation of the National Environmental Policy Act (NEPA) clearance. The City submitted a scope change request, approved on May 16, 2019. With the scope change now approved, the City is asking for additional time to revalidate NEPA and obtained Right of Way certification. The City plans to allocate CON by December 2019.

Therefore, the City requests a six-month time extension to allocate CON by December 31, 2019.

Project Number: 33
Applicant: City of South Gate
County: Los Angeles
District: 7
PPNO: 5124
Extended Amount: $1,923,000
Phase: Construction
Number of Months Requested: 20 Months
Extended Deadline: 02/28/2021
Department Recommendation: Support, 20 Months
Solicitation: Statewide

**Long Beach Boulevard Pedestrian Improvements project**

The City of South Gate (City) requests a 20-month extension to allocate funding for the construction (CON) phase of the Long Beach Boulevard Pedestrian Improvements project. The City experienced unexpected delays during the design phase of the project.

The Long Beach Boulevard Pedestrian Improvement project will upgrade the streetscape along the Long Beach Boulevard corridor with upgraded pedestrian lighting, enhanced crosswalks, flashing beacons, sidewalk repairs, curb ramps and bicycle racks. The City recently secured additional funds for other types of improvements on Long Beach Boulevard. To increase efficiency, save costs, and ensure pedestrian safety, the City plans to design the project concurrently with the additional funding sources recently received. The combined project will now include traffic signal synchronization, median landscaping, and roadway rehabilitation. The City is currently in the process of procuring a consultant and will begin design by July 2019. Due to the complexity of the combined project, which involves several engineering disciplines, the City requests additional time to complete the design and request CON allocation by February 2021.

Therefore, the City requests a 20-month time extension to allocate CON by February 28, 2021.

Project Number: 34
Applicant: City of Downey
County: Los Angeles
District: 7
PPNO: 5126
Extended Amount: $201,000
Phase: Construction
Number of Months Requested: 12 Months
Extended Deadline: 06/30/2020
Department Recommendation: Support, 12 Months
Solicitation: Metropolitan Planning Organization

**South Downey Safe Routes to School project**

The City of Downey (City) requests a 12-month extension to allocate funding for the construction (CON) phase of the South Downey Safe Routes to School project. The City experienced unexpected delays during the design phase of the project.

The project proposes to construct sidewalks and Americans with Disabilities Act compliant curb ramps. The City received Plans, Specifications and Estimates (PS&E) allocation in June 2018. A Request for Proposal (RFP) for a design consultant was issued on January 15, 2019, and only one proposal was received. The City had to recirculate the RFP to generate additional interest in the project from multiple firms. The RFP has since been recirculated and the City expects to receive additional proposals when the circulation period ends in June 2019. The City will award the design contract shortly thereafter and begin the design phase. As a direct result, the City is asking for additional time to complete the design of the project. The City anticipates allocating CON by June 2020.

Therefore, the City requests a 12-month time extension to allocate CON by June 30, 2020.

Project Number: 35
Applicant: City of Cudahy
County: Los Angeles
District: 7
PPNO: 5128
Extended Amount: $1,201,000
Phase: Construction
Number of Months Requested: 6 Months
Extended Deadline: 12/31/2019
Department Recommendation: Support, 6 Months
Solicitation: Metropolitan Planning Organization

**Wilcox Ave Complete Streets and Safe Routes Project**

The City of Cudahy (City) requests a six-month extension to allocate funding for the construction (CON) phase of the Wilcox Ave Complete Streets and Safe Routes Project. The City experienced unexpected delays during the design phase of the project.

The proposed project includes various improvements including installation of crosswalks, signing and striping. The project scope of work also includes pedestrian lighting at site improvements and design of the project could not start until all coordination with Southern California Edison (SCE) was complete. Coordination efforts with SCE, on 10 locations near the proposed improvements, was required to help identify any existing source of power and took longer than anticipated. Coordination with SCE has been completed and final design completed as of May 2019. The California Department of Transportation is currently reviewing the City's request to be granted a Right of Way (RW) Qualification as a local agency. Once received, the City will pursue obtaining RW certification. The City is asking for additional time to receive RW certification and allocate CON by December 2019.

Therefore, the City requests a six-month time extension to allocate CON by December 31, 2019.

Project Number: 36
Applicant: City of Los Angeles
County: Los Angeles
District: 7
PPNO: 5135
Extended Amount: $5,662,000
Phase: Construction
Number of Months Requested: 20 Months
Extended Deadline: 02/28/2021
Department Recommendation: Support, 20 Months
Solicitation: Metropolitan Planning Organization

**Downtown Los Angeles Broadway Historic Theater District Pedestrian Improvements project**

The City of Los Angeles (City) requests a 20-month extension to allocate funding for the construction (CON) phase of the Downtown Los Angeles Broadway Historic Theater District Pedestrian Improvements project. The City experienced unexpected delays during the design phase.

This ATP project scope overlaps within the same project area as the Los Angeles (LA) Streetcar and the Broadway Streetscape Master Plan. Since the projects overlap, coordination efforts were needed to integrate the LA Streetcar's track alignments, consider signal modifications, resolve utility conflicts involving water, gas, power, fiber optics, sewer, and curb extension/station platforms and proposed/existing roadway grades. The project cannot be designed and constructed as originally scoped. The City has initiated scope change discussions with the California Department of Transportation. The City has identified additional local funds to extend the scope of work and project limits to match those of the LA Streetcar from 1st to 12th street. The City anticipates incorporating the additional scope of work into the environmental documents, final design package, and Right of Way certification by December 2020 and request CON allocation by February 2021.

Therefore, the City requests a 20-month time extension to allocate CON by February 28, 2021.

Project Number: 37
Applicant: City of Los Angeles
County: Los Angeles
District: 7
PPNO: 5332
Extended Amount: $5,061,000
Phase: Construction
Number of Months Requested: 9 Months
Extended Deadline: 03/31/2020
Department Recommendation: Support, 9 Months
Solicitation: Statewide

**Jefferson Boulevard Complete Street Project**

The City of Los Angeles (City) requests a nine-month extension to allocate funding for the construction (CON) phase of the Jefferson Boulevard Complete Street Project. The City experienced unexpected delays during the design phase.

The City was delayed due to revised guidelines for lane reconfigurations/road diets recently issued by the Los Angeles Department of Transportation (LADOT) on February 2019. The revised guidelines imposed additional community/stakeholder outreach meetings, updated traffic count studies, and traffic delay analysis reports prior to proceeding with the proposed lane reconfigurations from four vehicular lanes to two vehicular lanes with bicycle facilities. Furthermore, the City experienced delays due to Proposition 218 process which must be conducted for properties receiving a special benefit from the proposed pedestrian lights illuminating the sidewalk adjacent to each property. The City is required to conduct a voter approval process for these benefiting property owners for the new assessment before it could be levied. Due to the large volume of assessments to be calculated, the City experienced delays preparing the notification and ballot packages to initiate the Proposition 218 voting process. The pre-ballot notification letters were mailed to property owners on March 2019 and the election results are anticipated by June 2019. The City is requesting additional time to complete community and stakeholder outreach meetings, update traffic count studies and the traffic delay analysis report, Proposition 218 assessments, finalize design and right of way certification, and request CON allocation by March 2020.

Therefore, the City requests a nine-month time extension to allocate CON by March 31, 2020.

Project Number: 38
Applicant: City of Glendale
County: Los Angeles
District: 7
PPNO: 5422
Extended Amount: $929,000
Phase: Construction
Number of Months Requested: 12 Months
Extended Deadline: 06/30/2020
Department Recommendation: Support, 12 Months
Solicitation: Statewide

**Glendale Transportation Center 1st and Last Mile Regional Improvements Phase II project**

The City of Glendale (City) requests a 12-month extension to allocate funding for the construction (CON) phase of the Glendale Transportation Center 1st and Last Mile Regional Improvements Phase II project. The City experienced unexpected delays during the design phase.

In implementing the project, the City has consulted with multiple departments and divisions throughout the City on preliminary analysis and design. The Glendale Water and Power Department has experienced difficulties designing the LED pedestrian-scale lighting improvements that are an instrumental part of the project. The lighting improvements are designed to illuminate the path for the different forms of transportation that will use the project corridors. The underground infrastructure to support the lighting improvements are currently facing challenges within existing underground utilities and also with proposed service feed locations. Furthermore, a large part of the project involves the manufacture and installation of wayfinding signs for all modes of transportation. Currently, the City's Transit section is finalizing a standard for the addition of pedestrian wayfinding kiosks to match existing City standards and design manuals. The City's existing wayfinding policy was designed by an outside consultant, and that design manual needs to be updated to take into consideration these new policies. The installation of a Cycle-Track on Los Feliz Road is requiring the installation of a planted parkway between the existing pedestrian walkway and the vehicle travel lanes. The planted parkway is experiencing underground utility conflicts and alignment concerns. The City is investigating potential alternatives and relocation measures. As a direct result, the City anticipates requesting CON allocation by June 2020.

Therefore, the City requests a 12-month time extension to allocate CON by June 30, 2020.

Project Number: 39
Applicant: City of Norwalk
County: Los Angeles
District: 7
PPNO: 5426
Extended Amount: $138,000
Phase: Plans, Specifications and Estimates
Number of Months Requested: 12 Months
Extended Deadline: 06/30/2020
Department Recommendation: Support, 12 Months
Solicitation: Statewide

**Alondra Active Transportation Improvement Project**

The City of Norwalk (City) requests a 12-month extension to allocate funding for the Plans, Specifications and Estimates (PS&E) of the Alondra Active Transportation Improvement Project. The City experienced unexpected delays during the preliminary engineering phase.

The City received Project Approval and Environmental Documents allocation in June 2018. Request for Proposals for the environmental document was issue on October 2018. The contract was awarded to a consultant on January 15, 2019. Contract execution took longer than anticipated due to the City and Consultant attorney's review of the contract documents, indemnification clause, insurance requirements, and fee negotiation. The City anticipates work to commence in June 2019. However, due to the later than anticipated start, the City is asking for additional time to complete California Environmental Quality Act and National Environmental Policy Act clearance. The City anticipates requesting 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: 40
Applicant: County of Los Angeles
County: Los Angeles
District: 7
PPNO: 5437
Extended Amount: $900,000
Phase: Plans, Specifications and Estimates
Number of Months Requested: 14 Months
Extended Deadline: 08/31/2020
Department Recommendation: Support, 14 Months
Solicitation: Metropolitan Planning Organization

**Marvin Braude Beach Trail Gap Closure project**

The County of Los Angeles (County) requests a 14-month extension to allocate funding for the Plans, Specifications and Estimates (PS&E) phase of the Marvin Braude Beach Trail Gap Closure project. The County experienced unexpected delays during the Project Approval and Environmental Document (PA&ED) phase.

The County received PA&ED allocation in March 2018. Since the ATP project is located along the scenic coastal waterways, the improvements have to be reviewed and approved by the California Coastal Commission (CCC). The CCC requires 60 percent design plans and a technical report to properly assess the impact of the project on marine life and surrounding environment. The document review, CCC hearing, and permit acquisition have caused unexpected delays in completing environmental documents. The County is asking for additional time to obtain California Environmental Quality Act clearance and allocate PS&E by August 2020. This project has a concurrent time extension request for its Construction Allocation on this month's Commission agenda.

Therefore, the County requests a 14-month time extension to allocate PS&E by August 31, 2020.

Project Number: 41
Applicant: County of Los Angeles
County: Los Angeles
District: 7
PPNO: 5437
Extended Amount: $1,836,000
Phase: Construction
Number of Months Requested: 20 Months
Extended Deadline: 02/28/2021
Department Recommendation: Support, 20 Months
Solicitation: Metropolitan Planning Organization

**Marvin Braude Beach Trail Gap Closure project**

The County of Los Angeles (County) requests a 20-month extension to allocate funding for the construction (CON) phase of the Marvin Braude Beach Trail Gap Closure project. The County experienced unexpected delays during the Project Approval and Environmental Document (PA&ED) phase.

The County received PA&ED allocation in March 2018. Since the ATP project is located along the scenic coastal waterways, the improvements have to be reviewed and approved by the California Coastal Commission (CCC). The CCC requires 60 percent design plans and a technical report to properly assess the impact of the project on marine life and surrounding environment. The document review, CCC hearing, and permit acquisition have caused unexpected delays in completing environmental documents. The County is asking for additional time to obtain California Environmental Quality Act clearance and allocate PS&E by August 2020 and subsequently allocating CON funds 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: 42
Applicant: County of Los Angeles
County: Los Angeles
District: 7
PPNO: 5438
Extended Amount: $270,000
Phase: Plans, Specification and Estimates
Number of Months Requested: 12 Months
Extended Deadline: 06/30/2020
Department Recommendation: Support, 12 Months
Solicitation: Metropolitan Planning Organization

**Temple Avenue Complete Street Improvements project**

The County of Los Angeles (County) requests a 12-month extension to allocate funding for the Plans, Specification and Estimates (PS&E) phase of the Temple Avenue Complete Street Improvements project. The County experienced unexpected delays due to pavement deterioration.

The County received Project Approval and Environmental Document (PA&ED) allocation in March 2018. In late 2018, the County conducted a geotechnical investigation of the roadway after finding rapid pavement deterioration and found that the slope moved underneath the pavement. The County determined that slope repairs of the roadway are necessary prior to moving further with the ATP project. The slope repair design will impact the roadway geometry, therefore determination of the proposed striping plan is delayed until roadway geometric constrains are known. The County is asking for additional time to finalize the roadway geometry. This project has a concurrent time extension request for its Construction 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: 43
Applicant: County of Los Angeles
County: Los Angeles
District: 7
PPNO: 5438
Extended Amount: $1,517,000
Phase: Construction
Number of Months Requested: 20 Months
Extended Deadline: 02/28/2021
Department Recommendation: Support, 20 Months
Solicitation: Metropolitan Planning Organization

**Temple Avenue Complete Street Improvements project**

The County of Los Angeles (County) requests a 20-month extension to allocate funding for the construction (CON) phase of the Temple Avenue Complete Street Improvements project. The County experienced unexpected delays due to pavement deterioration.

The County received Project Approval and Environmental Document (PA&ED) allocation in March 2018. In late 2018, the County conducted a geotechnical investigation of the roadway after finding rapid pavement deterioration and found the slope moved underneath the pavement. The County determined that slope repairs of the roadway are necessary prior to moving further with the ATP project. The slope repair design will impact the roadway geometry, therefore determination of the proposed striping plan is delayed until roadway geometric constrains are known. The County is asking for additional time to finalize the roadway geometry, complete design and allocate Construction in February 2021. This project has a concurrent time extension request for its Plans, Specifications and Estimates 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: 44
Applicant: City of Carson
County: Los Angeles
District: 7
PPNO: 5456
Extended Amount: $2,225,000
Phase: Construction
Number of Months Requested: 18 Months
Extended Deadline: 12/31/2020
Department Recommendation: Support, 18 Months
Solicitation: Metropolitan Planning Organization

**Dominguez Channel Bicycle Path Extension from Avalon to 223rd and Wilmington project**

The City of Carson (City) requests an 18-month extension to allocate funding for the construction (CON) phase of the Dominguez Channel Bicycle Path Extension from Avalon to 23rd and Wilmington project. The City experienced unexpected delays in the design phase.

The project includes construction of a bike and pedestrian path on top of a levee adjacent to the Dominguez Flood Control Channel. As a result, the project requires coordination and cooperation with the Los Angeles County Flood Control District which also requires the City of Carson and Los Angeles County to agree on design standards and enter into a Use and Maintenance Agreement. Furthermore, the City has experienced staffing issues and turnover. The City recently contracted with several engineering firms with on-call design services. The City anticipates completion of design and requesting the CON allocation by December 2020.

Therefore, the City requests an 18-month time extension to allocate CON by December 31, 2020.

Project Number: 45
Applicant: City of Artesia
County: Los Angeles
District: 7
PPNO: 5458
Extended Amount: $563,000
Phase: Construction
Number of Months Requested: 12 Months
Extended Deadline: 06/30/2020
Department Recommendation: Support, 12 Months
Solicitation: Metropolitan Planning Organization

**Mitigate Pedestrian and Bicycle Safety Deficiencies project**

The City of Artesia (City) requests a 12-month extension to allocate funding for the construction (CON) phase of the Mitigate Pedestrian and Bicycle Safety Deficiencies project. The City experienced unexpected delays in the design phase.

The City is currently at 20 percent design. The City anticipated being further along with design, however, the project has been delayed due to recent planned improvements by the California Department of Transportation (Department) in the project area. The Department's State Route 91 Westbound Widening Project conflicts with one element of the approved project. The City recently received approval of a minor scope change from California Transportation Commission staff and is modifying the design accordingly. The City anticipates completion of design 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: 46
Applicant: City of Hesperia
County: San Bernardino
District: 8
PPNO: 1180
Extended Amount: $942,000
Phase: Construction
Number of Months Requested: 12 Months
Extended Deadline: 06/30/2020
Department Recommendation: Support, 12 Months
Solicitation: Statewide

**Willow Street Shared Use Paseo project**

The City of Hesperia (City) requests a 12-month extension to allocate funding for the construction (CON) phase of the Willow Street Shared Use Paseo project. The City experienced unexpected delays while completing design.

The City is designing the ultimate project in two separate phases and is exploring advertising the project as one CON contract to save on costs. This ATP project is Phase II of the project. The City discovered a discrepancy in the most recently updated Engineer's Estimate of the project cost in comparison to the originally prepared Engineer's Estimate during the application of ATP funds. The new estimate, prepared during the design phase of the project, was well above the programmed funding. The City has been working diligently with California Department of Transportation's (Department) District staff on ways to move forward with the project. The City is currently at 80 percent design completion for Phase I of the project and anticipates completion of Phase II by April 2020. The City is asking for additional time to coordinate with Department staff on the Engineer's Estimate, complete the design phase of the project and request CON allocation by June 2020.

Therefore, the City requests a 12-month time extension to allocate CON by June 30, 2020.

Project Number: 47
Applicant: City of San Bernardino
County: San Bernardino
District: 8
PPNO: 1183A
Extended Amount: $1,671,000
Phase: Construction
Number of Months Requested: 8 Months
Extended Deadline: 02/29/2020
Department Recommendation: Support, 8 Months
Solicitation: Statewide

**San Bernardino City Sidewalk Gap Closure and Bike Lane Safe Routes to School Project**

The City of San Bernardino (City) requests an eight-month extension to allocate funding for the construction (CON) phase of the San Bernardino City Sidewalk Gap Closure and Bike Lane Safe Routes to School Project. The City experienced unexpected delays during the design phase.

The City received Plans, Specifications, and Estimates (PS&E) allocation in June 2018 and proceeded with obtaining an engineering consultant to prepare the design. The engineer identified several utility facilities impacts that were unknown prior to the start of design. The utility facilities impacts and the analysis of the utility relocation delayed the completion of design. In addition, the City is exploring modifying the scope of the project by moving work from one side of the road to the other. The City plans to submit a Scope Change for approval. The City is asking for additional time to complete PS&E and request CON allocation by February 2020.

Therefore, the City requests an eight-month time extension to allocate CON by February 29, 2020.

Project Number: 48
Applicant: City of Big Bear Lake
County: San Bernardino
District: 8
PPNO: 1209
Extended Amount: $788,000
Phase: Construction
Number of Months Requested: 8 Months
Extended Deadline: 02/28/2020
Department Recommendation: Support, 8 Months
Solicitation: Statewide

**Alpine Pedal Path Rathbun Creek Extension (RCE) – Big Bear Lake project**

The City of Big Bear Lake (City) requests an eight-month extension to allocate funding for the construction (CON) phase of the Alpine Pedal Path Rathbun Creek Extension (RCE) – Big Bear Lake project. The City experienced unexpected delays during design of the project.

The City is currently in the design phase and plans are approximately 60 percent complete. As the design of the project progressed, it was determined that the space needed to complete development of the bike path, along with all of the necessary barriers and buffers, was much more invasive to an existing privately-owned and maintained landscape wall adjacent to the ATP project alignment. The acquisition of the necessary right of way for the trail became a concern to the property owners adjacent to the project. As a result, the Home Owners Association (HOA) adjacent to the project has had a number of concerns with the project. Negotiations with the HOA began in August 2018. The City has been in discussion with the HOA and has determined that the HOA is opposed to trail easements therefore the trail is being designed so that no portion of the proposed trail will be on private property. The City is currently negotiating the purchase of the property that is still encumbered by the proposed trail. The sales agreement will require 66 of its 98 members votes. The City anticipates a vote by the end of summer 2019. With the anticipated positive vote, the City will move forward with final design and request CON allocation by February 2020.

Therefore, the City requests an eight-month time extension to allocate CON by February 29, 2020.

Project Number: 49
Applicant: City of Hemet
County: Riverside
District: 8
PPNO: 1212A
Extended Amount: $200,000
Phase: Plans, Specifications and Estimates
Number of Months Requested: 9 Months
Extended Deadline: 03/31/2020
Department Recommendation: Support, 9 Months
Solicitation: Statewide

**Hemet Valley Bikeway Connect project**

The City of Hemet (City) requests a nine-month extension to allocate funding for the Plans, Specifications and Estimates (PS&E) phase of the Hemet Valley Bikeway Connect project. The County experienced unexpected delays in the environmental phase.

The City did not originally anticipate technical analysis or studies for National Environmental Policy Act (NEPA) clearance. The City recently submitted a Preliminary Environmental Study (PES) to the California Department of Transportation (Department). The Department returned the PES with comments to the City indicating requirements of technical studies, such as, Hydraulic Study, Noise Study, and Cultural Studies. The City is requesting additional time to complete the technical studies indicated and request PS&E allocation by March 2020.

Therefore, the City requests a nine-month time extension to allocate PS&E by March 31, 2020.

Project Number: 50
Applicant: County of Riverside
County: Riverside
District: 8
PPNO: 1220
Extended Amount: $788,000
Phase: Construction
Number of Months Requested: 19 Months
Extended Deadline: 01/31/2021
Department Recommendation: Support, 19 Months
Solicitation: Statewide

**Cabazon Safe Routes to School Sidewalk Safety Improvements project**

The County of Riverside (County) requests a 19-month extension to allocate funding for the construction (CON) phase of the Cabazon Safe Routes to School Sidewalk Safety Improvements project. The County experienced unexpected delays in utility relocations.

The environmental clearance of the project is complete, and plans are 95 percent complete and is pending completion of utility coordination. The County has experienced an unanticipated delay in utility relocations and right of way acquisition due to American Disabilities Act (ADA) compliance requirements. The County is currently coordinating with the affected utilities, including Southern California Edison (SCE) and Frontier Communications, to try to minimize impacts to both the project and the affected utility companies. There are several utility poles along the project area. Some of the poles fall within proposed driveway and new curb return areas and conflict with the proposed ADA compliant pathways. The County needs to modify the design to alleviate conflicts. Once the County obtains an agreement with SCE and Frontier Communications for the relocations, the County will approach property owners with final Right of Way (RW) needs. The County is asking for additional time to complete design, obtain RW certification, and request CON allocation by January 2021.

Therefore, the County requests a 19-month time extension to allocate CON by January 31, 2021.

Project Number: 51
Applicant: City of Temecula
County: Riverside
District: 8
PPNO: 1223
Extended Amount: $3,570,000
Phase: Construction
Number of Months Requested: 12 Months
Extended Deadline: 06/30/2020
Department Recommendation: Support, 12 Months
Solicitation: Statewide

**Santa Gertrudis Creek Pedestrian and Bicycle Trail Extension and Interconnect project**

The City of Temecula (City) requests a 12-month extension to allocate funding for the construction (CON) phase of the Santa Gertrudis Creek Pedestrian and Bicycle Trail Extension and Interconnect project. The City experienced unexpected delays in the design phase of the project.

The project requires undercrossing of Interstate-15 (I-15) bridge structures in the Department of Transportation's (Department) right of way. The original design assumed the project would be completed after the non-ATP French Valley Parkway Interchange Projects Phase II and III (French Valley Projects) were completed. The French Valley Projects are joint City and California Department of Transportation (Department) and propose to widen the I-15 bridge structures and create a new on-ramp structure. The original ATP bike trail design has wall structures designed to accommodate the French Valley Projects structure once completed. Since the ATP project will now be constructed prior to the French Valley Projects, assessments of the wall design, to ensure the walls do not interfere with the ability to construct the French Valley Project, are required. The assessment determined that one wall will need to be re-designed. Furthermore, the City has been diligently processing the environmental documents. The overlapping nature of the ATP project with the French Valley Project has necessitated some re-evaluation of the mitigation areas and requires additional coordination with all agencies. The City did not anticipate the need for any lighting or electrical design. Due to the location of the bike trail in the existing creek, electrical power is not readily available and solar options are not feasible. The City has found two alternatives to move forward to obtain lighting. The City is asking for additional time to assess the wall design, receive environmental clearance and obtain lighting for the proposed trail. The City anticipates requesting CON allocation by June 2020.

Therefore, the City requests a 12-month time extension to allocate CON by June 30, 2020.

Project Number: 52
Applicant: City of Yucaipa
County: San Bernardino
District: 8
PPNO: 1234
Extended Amount: $402,000
Phase: Construction
Number of Months Requested: 9 Months
Extended Deadline: 03/31/2020
Department Recommendation: Support, 9 Months
Solicitation: Metropolitan Planning Organization

**Safe Routes to Dunlap Elementary School project**

The City of Yucaipa (City) requests a nine-month extension to allocate funding for the construction (CON) phase of the Safe Routes to Dunlap Elementary School project. The City experienced unexpected increases in construction cost.

The City, in updating the project estimate, realized the current project cost exceeds the funded amount. The region has experienced increases to construction costs above what was anticipated. The City is seeking additional local match funding to bridge the funding gap. The City is requesting additional time to obtain additional local funding and request CON allocation by June 2020.

Therefore, the City requests a nine-month time extension to allocate CON by March 31, 2020.

Project Number: 53
Applicant: City of Rialto
County: San Bernardino
District: 8
PPNO: 1235
Extended Amount: $1,260,000
Phase: Construction
Number of Months Requested: 12 Months
Extended Deadline: 06/30/2020
Department Recommendation: Support, 12 Months
Solicitation: Metropolitan Planning Organization

**Cactus Avenue Multi-Use Path project**

The City of Rialto (City) requests a 12-month extension to allocate funding for the construction (CON) phase of the Cactus Avenue Multi-Use Path project. The City experienced unexpected delays in obtaining environmental clearance, finalizing the design, and obtaining permits.

During California Environmental Quality Act (CEQA) review, the City realized that additional environmental technical reports, including noise, biological, and cultural studies were required. The studies were not originally anticipated, thus was not a part of the original schedule. The technical studies are currently completed, but the draft initial study along with the Mitigated Negative Declaration is being reviewed for approval by the City. Additionally, during the development of final concept plans, the City Council requested extensive public outreach to obtain input from the community in regards to choosing the detailed location and alignment of the bike/pedestrian trail and aesthetic treatments along the trail. Furthermore, the San Bernardino County Flood Control District (SBCFCD) request a review and update of the existing Common Use Agreement (CUA) between the City and SBCFCD covering the area for the trail and potential parking areas. The City is asking for additional time to complete the CUA, complete design and request CON allocation by June 2020.

Therefore, the City requests a 12-month time extension to allocate CON by June 30, 2020.

Project Number: 54
Applicant: City of Encinitas
County: San Diego
District: 11
PPNO: 1211A
Extended Amount: $3,802,000
Phase: Construction
Number of Months Requested: 20 Months
Extended Deadline: 02/28/2021
Department Recommendation: Support, 20 Months
Solicitation: Statewide

**El Portal Pedestrian and Bike Underpass project**

The City of Encinitas (City) requests a 20-month extension to allocate funding for the construction (CON) phase of the El Portal Pedestrian and Bike Underpass project. The City experienced unexpected delays in the Project Approval and Environmental Documents phase.

The City is pending project approval through the California Public Utilities Commission (CPUC). The project is located within the Los Angeles-San Diego-San Luis Obispo Rail Corridor and therefore requires approval by CPUC. The project is currently at 100 percent design completion. The City initiated the CPUC review process in December 2018, and a pre-hearing conference was conducted on April 11, 2019 and no issues were presented at the hearing. The CPUC judge will meet with the City Commission assigned to the ATP project for a formal hearing by February 2020. The coordination and approval from CPUC has delayed Right of Way (RW) certification and directly delayed approval of Plans, Specifications and Estimates (PS&E) packet. The City anticipates obtaining RW certification, completing PS&E and requesting CON allocation by June 2020. This project has a concurrent time extension request for its CON Non-Infrastructure Allocation on this month's Commission Agenda.

Therefore, the City requests a 20-month time extension to allocate CON by February 28, 2021.

Project Number: 55
Applicant: City of Encinitas
County: San Diego
District: 11
PPNO: 1211B
Extended Amount: $44,000
Phase: Construction Non-Infrastructure
Number of Months Requested: 20 Months
Extended Deadline: 02/28/2021
Department Recommendation: Support, 20 Months
Solicitation: Statewide

**El Portal Pedestrian and Bike Underpass program**

The City of Encinitas (City) requests a 20-month extension to allocate funding for the Construction Non-Infrastructure (CON-NI) phase of the El Portal Pedestrian and Bike Underpass program. The City experienced unexpected delays in the Project Approval & Environmental Documents phase.

The City is pending project approval through the California Public Utilities Commission (CPUC). The project is located within the Los Angeles-San Diego-San Luis Obispo Rail Corridor and therefore requires approval by CPUC. The project is currently at 100 percent design completion. The City initiated the CPUC review process in December 2018, and a pre-hearing conference was conducted on April 11, 2019 and no issues were presented at the hearing. The CPUC judge will meet with the City Commission assigned to the ATP project for a formal hearing on December 2019. The coordination and approval from CPUC has delayed Right of Way (RW) certification and directly delayed approval of Plans, Specifications and Estimates (PS&E) packet. The City anticipates obtaining RW certification, completing PS&E and requesting Construction (CON) allocation by June 2020. The CON-NI phase of work is dependent on initiation of the CON phase of work, therefore an extension of the CON-NI allocation is being requested. This project has a concurrent time extension request for its CON allocation on this month's Commission Agenda.

Therefore, the City requests a 20-month time extension to allocate CON-NI by February 28, 2021.

Project Number: 56
Applicant: County of San Diego
County: San Diego
District: 11
PPNO: 1324
Extended Amount: $755,000
Phase: Construction
Number of Months Requested: 15 Months
Extended Deadline: 09/30/2020
Department Recommendation: Support, 15 Months
Solicitation: Metropolitan Planning Organization

**Rock Springs Road Safe Routes to School Sidewalks and Bike Lanes project**

The County of San Diego (County) requests a 15-month extension to allocate funding for the Construction (CON) phase of the Rock Springs Road Safe Routes to School Sidewalks and Bike Lanes project. The County experienced unexpected delays during the environmental and design phases of the project.

This project was awarded ATP Augmentation funds in December 2017 and the late adoption delayed the County in requesting allocation for the Project Approval and Environmental Documents phase of the project. Subsequently, the County requested and received an allocation time extension for the Plans, Specifications, and Estimates (PS&E) phase of the project in June 2018. During preliminary design, survey work at the project site revealed survey marker issues and has delayed the development of Right of Way (RW) property maps. In addition, the County discovered a drainage issue at the project site. The County is analyzing alternatives to provide a solution without creating other drainage issues downstream of the project. Furthermore, the preliminary design revealed that RW acquisition is required, however, the County will not have final RW needs determined until completion of the final design. The RW acquisition was unanticipated. The County needs additional time to negotiate with four property owners and acquire the properties for successful completion of the project. Due to these unforeseen issues, the County is requesting additional time to complete the design, obtain RW certification, and request CON allocation by September 2020.

Therefore, the County requests a 15-month time extension to allocate CON by September 30, 2020.

State of California
**DEPARTMENT OF TRANSPORTATION**

California State Transportation Agency

# MEMORANDUM

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

**CTC Meeting**: June 26-27, 2019

**From**: STEVEN KECK, Chief Financial Officer

**Reference Number**: 2.8b.(2), Action Item

**Prepared By**: Rihui Zhang,Chief
Division of Local Assistance

**Subject**: **REQUEST TO EXTEND THE PERIOD OF CONTRACT AWARD FOR ACTIVE TRANSPORTATION PROJECTS, PER ATP GUIDELINES WAIVER 19-40**

## ISSUE:

Should the California Transportation Commission (Commission) extend the period of contract award for two projects listed on the attached document, for the time periods shown, in the Active Transportation Program (ATP)?

## RECOMMENDATION:

The California Department of Transportation (Department) recommends the Commission extend the period of contract award for two projects listed on the attached document, for the time periods shown, in the ATP.

## BACKGROUND:

The Commission allocated $2,359,000 for the construction of two ATP projects identified on the attachment. The responsible agencies have been unable to award the contract within six months of allocation. The attachment describes the details of the projects and the explanation for the delays. The respective agencies request extensions, and the planning agencies concur.

Current ATP Guidelines stipulate that the agency implementing a project, request a time extension if the project will not be awarded within six months of the allocation. The Commission may approve waivers to the timely use of funds deadline, one time only, for up to 12 months.

Attachments

**Time Extension/Waiver – Contract Award Deadline**
**Active Transportation Program**

Project Number: 1
Applicant: City of Long Beach
County: Los Angeles
District: 7
PPNO: 5131
Extended Amount: $2,000,000
Phase: Construction
Allocation Date: 01/31/2019
Allocation Resolution Number: FATP-1819-07
Number of Months Requested: 6 Months
Extended Deadline: 01/31/2020
Department Recommendation: Support

**South Water Front and Pier J Bike and Pedestrian Path project**

The City of Long Beach (City) requests a six-month time extension to the period of contract award for the construction (CON) phase of the South Water Front and Pier J Bike and Pedestrian Path project. The City has experienced unexpected delays in awarding the project.

The City received their CON allocation in January 2019 and proceeded with readying the project for advertisement. While waiting for CON authorization, the City began CON of Segment 1 (non-ATP) of the project, immediately adjacent to this ATP Segment 2-6 project. The City eventually received its CON authorization in February 2019. However, during this waiting period, an underground armor rock, over four feet in diameter, was discovered. Common practice at the time was to abandon existing armor rock in place. The unexpected discovery not only affected the CON schedule and budget for Segment 1, but also revealed a condition that needed to be addressed prior to advertising the ATP project. With the discovery of the armor rock, the City re-evaluated the cost and budget for the ATP project to ensure a quality bid package. The re-evaluation of the ATP project is now complete but requires review and concurrence by many divisions from the City and the Port of Long Beach. The City is asking for additional time to re-advertise, bid and award the project.

Therefore, the City requests a six-month time extension to the CON phase by January 31, 2020.

Project Number: 2
Applicant: City of Stockton
County: San Joaquin
District: 10
PPNO: 3289
Extended Amount: $359,000
Phase: Construction Non-Infrastructure
Allocation Date: 01/31/2019
Allocation Resolution Number: FATP-1819-07
Number of Months Requested: 6 Months
Extended Deadline: 01/31/2020
Department Recommendation: Support

**Active Safe Routes to Schools project**

The City of Stockton (City) requests a six-month time extension to the period of contract award for the construction non-infrastructure (CON-NI) phase of the Active Safe Routes to Schools project. The City has experienced unexpected delays in awarding the project.

The program will provide encouraging and safe training on walking, biking, or skating to school for students and parents. The program will bring an innovative sustainable approach to teaching school representatives to learn essential skills and engage students in the program. The City received their CON-NI allocation in January 2019 and proceeded with readying the project for advertisement. The project manager working on the project resigned from the City, with little notice. The City has since hired a new project manager, however, the City processes for a project contract approval requires a four-week advertisement and minimum three-month internal review of the award package prior to submittal of approval to the City Council. The City anticipates presenting the award recommendations to the City Council in September 2019. The City anticipates advertising the project in May 2019, to meet the City Council date in September.

Therefore, the City requests a six-month time extension to the CON-NI phase by January 31, 2020.

State of California
**DEPARTMENT OF TRANSPORTATION**

California State Transportation Agency

# MEMORANDUM

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

**CTC Meeting**: June 26-27, 2019

**From**: STEVEN KECK, Chief Financial Officer

**Reference Number**: 2.8c.(1), Action Item

**Prepared By**: Rihui Zhang,Chief
Division of Local Assistance

**Subject**: **REQUEST TO EXTEND THE PERIOD OF PROJECT COMPLETION FOR LOCALLY ADMINISTERED STIP PROJECTS, PER STIP GUIDELINES WAIVER 19-41**

## ISSUE:

Should the California Transportation Commission (Commission) extend the period of project completion for four projects, listed on the attached document, totaling $5,986,000, for the time period shown, in the State Transportation Improvement Program (STIP)?

## RECOMMENDATION:

The California Department of Transportation (Department) recommends the Commission extend the period of project completion for four projects, totaling $5,986,000, for the time period shown, in the STIP.

## BACKGROUND:

The Commission allocated $5,986,000 for the construction of four 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 STIP Guidelines, Resolution G-13-07, stipulate that funds allocated for local project development or right of way costs must be expended by the end of the second fiscal year following the fiscal year in which the funds were allocated. The Commission may approve a waiver 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.

Attachments

**Time Extension/Waiver – Project Completion Deadline**
**Local Streets and Roads Project**

Project Number: 1
Applicant: City of Susanville
County: Lassen
District: 2
PPNO: 2513
Extended Amount: $992,000
Phase: Construction
Award Date: 08/17/2016
Allocation Resolution Number: FP-15-36
Number of Months Requested: 12 Months
Extended Deadline: 08/31/2020
Department Recommendation: Support, 12 months

**City Rehabilitation SC2 project**

The City of Susanville (City) requests a 12-month time extension to complete construction (CON) of the City Rehabilitation SC2 project. The City has deficiencies in the project deliverables that need to be rectified to meet the project scope and benefits.

The City has not accepted the completion of the project due to issues with quality and condition of certain street improvements. The City has had multiple field meetings with the contractor, their pavement materials supplier, and the Department to assess, evaluate and determine the appropriate means of rectifying the pavement issues. In addition, due to poor weather conditions in the Fall and Winter of 2018, solutions were put on hold. The contractor is currently working on a list of items provided by the City that must be addressed and completed to prior to contract acceptance. The City anticipates resolution by August 2020.

Therefore, the City is requesting a 12-month completion time extension to August 31, 2020.

Project Number: 2
Applicant: City of Susanville
County: Lassen
District: 2
PPNO: 2514
Extended Amount: $951,000
Phase: Construction
Award Date: 08/17/2016
Allocation Resolution Number: FP-15-36
Number of Months Requested: 12 Months
Extended Deadline: 08/31/2020
Department Recommendation: Support, 12 months

**City Rehabilitation SC3 project**

The City of Susanville (City) requests a 12-month time extension to complete construction (CON) of the City Rehabilitation SC3 project. The City has deficiencies in the project deliverables that need to be rectified to meet the project scope and benefits.

The City has not accepted the completion of the project due to issues with quality and condition of certain street improvements. The City has had multiple field meetings with the contractor, their pavement materials supplier, and the Department to assess, evaluate and determine the appropriate means of rectifying the pavement issues. In addition, due to poor weather conditions in the Fall and Winter of 2018, solutions were put on hold. The contractor is currently working on a list of items provided by the City that must be addressed and completed to prior to contract acceptance. The City anticipates resolution by August 2020.

Therefore, the City is requesting a 12-month completion time extension to August 31, 2020.

Project Number: 3
Applicant: Sonoma County Transportation Authority
County: Sonoma
District: 4
PPNO: 5156L
Extended Amount: $3,000,000
Phase: Construction
Award Date: 12/29/2015
Allocation Resolution Number: FP-14-60
Number of Months Requested: 20 Months
Extended Deadline: 08/31/2020
Department Recommendation: Support, 20 months

**SMART Bicycle/Pedestrian Pathway - East Cotati Avenue to Southwest Boulevard project**

The Sonoma County Transportation Authority (Agency) requests an 20-month time extension to complete construction (CON) of SMART Bicycle/Pedestrian Pathway - East Cotati Avenue to Southwest Boulevard project. The Agency has experienced some unexpected challenges with completing the program as anticipated.

The Agency has experienced savings due to effective risk management and has additional pathway segments within the corridor. As a result, the Agency is going to request a scope change to include these additional pathway segments. The Agency has already secured California Environmental Quality Act and National Environmental Policy Act clearance as part of the project. This project has a concurrent time extension also on this month's Commission agenda and has been combined with PPNO 5156P for construction.

Therefore, the Agency is requesting an 20-month completion time extension to August 31, 2020.

Project Number: 4
Applicant: Sonoma County Transportation Authority
County: Sonoma
District: 4
PPNO: 5156P
Extended Amount: $1,043,000
Phase: Construction
Award Date: 12/29/2015
Allocation Resolution Number: FP-14-60
Number of Months Requested: 20 Months
Extended Deadline: 08/31/2020
Department Recommendation: Support, 20 months

**SMART Bicycle/Pedestrian Pathway - East Cotati Avenue to Southwest Boulevard project**

The Sonoma County Transportation Authority (Agency) requests an 20-month time extension to complete construction (CON) of SMART Bicycle/Pedestrian Pathway - East Cotati Avenue to Southwest Boulevard project. The Agency has experienced some unexpected challenges with completing the program as anticipated.

The Agency has experienced savings due to effective risk management and has additional pathway segments within the corridor. As a result, the Agency is going to request a scope change to include these additional pathway segments. The Agency has already secured California Environmental Quality Act and National Environmental Policy Act clearance as part of the project. This project has a concurrent time extension also on this month's Commission agenda and has been combined with PPNO 5156L for construction.

Therefore, the Agency is requesting an 20-month completion time extension to August 31, 2020.

State of California
**DEPARTMENT OF TRANSPORTATION**

California State Transportation Agency

# MEMORANDUM

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

**CTC Meeting**: June 26-27, 2019

**From**: STEVEN KECK, Chief Financial Officer

**Reference Number**: 2.8c.(2), Action Item

**Prepared By**: Rihui Zhang,Chief
Division of Local Assistance

**Subject**: **REQUEST TO EXTEND THE PERIOD OF PROJECT COMPLETION FOR ACTIVE TRANSPORTATION PROJECTS, PER ATP GUIDELINES**
**WAIVER 19-42**

## ISSUE:

Should the California Transportation Commission (Commission) extend the period of project completion for the Trinity County Active Transportation Plan project (PPNO 2573), in Trinity County, 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 the Trinity County Active Transportation Plan project (PPNO 2573), in Trinity County, for the time period shown, in the ATP.

## BACKGROUND:

The Commission allocated $110,000 for the construction of the Trinity County Active Transportation Plan project. The responsible agency will be unable to complete the project as programmed. The attachment describes the details of the project and the explanation for the delay. The respective agency requests 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.

Attachments

**Time Extension/Waiver – Project Completion Deadline**
**Active Transportation Program**

Project Number: 1
Applicant: Trinity County Transportation Commission
County: Trinity
District: 2
PPNO: 2573
Extended Amount: $110,000
Phase: Construction
Award Date: 08/18/2016
Allocation Resolution Number: FATP-1617-01
Number of Months Requested: 12 Months
Extended Deadline: 08/31/2020
Department Recommendation: Support

**Trinity County Active Transportation Plan**

Trinity County Transportation Commission (County) requests a 12-month time extension to complete construction (CON) of Trinity County Active Transportation Plan. The County has experienced some unexpected challenges with completing the program as anticipated.

The County anticipated completing the project in-house by an Associate Transportation Planner who was very familiar with the goals of the project. Due to the State of California legalization of cannabis our internal expertise was diverted away from the project to work on regulations for commercial cannabis. The County needed to hire an outside consultant which was not anticipated at the time of allocation and was unforeseeable due to the urgency of the legalization of cannabis. The contract for a consultant was procured in January 2018 and work resumed. The projects next steps are to establish potential Active Transportation Routes, including safe routes to schools, ADA-compliant train, and multimodal trail throughout the County. The County plans to identify, research, complete conceptual drawings, analyze costs and identify potential funding sources will be completed by November 2019. All final tasks to prepare the final Active Transportation Plan to adoption by the County is anticipated by June 2020. Final fiscal management and project closeout will be completed by August 2020.

Therefore, the County is requesting a 12-month completion time extension to August 31, 2020.

State of California
**DEPARTMENT OF TRANSPORTATION**

California State Transportation Agency

# MEMORANDUM

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

**CTC Meeting**: June 26-27, 2019

**From**: STEVEN KECK, Chief Financial Officer

**Reference Number**: 2.8c.(3), Action Item

**Prepared By**: Ronald E. Sheppard, Chief (Acting)
Division of Rail & Mass Transportation

**Subject**: **POST FACT REQUEST TO EXTEND THE PERIOD OF PROJECT COMPLETION FOR LOCALLY-ADMINISTERED PROPOSITION 1B HIGHWAY RAILROAD CROSSING SAFETY ACCOUNT (HRCSA) PROJECT**

## ISSUE:

Should the California Transportation Commission (Commission) approve a 20-month extension for the period of project completion for the locally-administered Proposition 1B HRCSA Fullerton Road Grade Separation project (PPNO TC114) in Los Angeles County?

## RECOMMENDATION:

The California Department of Transportation (Department) recommends the Commission approve the 20-month extension for the period of project completion for the locally-administered Proposition 1B HRCSA Fullerton Road Grade Separation project (PPNO TC114) in Los Angeles County.

## BACKGROUND:

In April 2008, the Commission adopted the Proposition 1B Highway-Railroad Crossing Safety Account Program Guidelines (Resolution GS1B-G-0708-01). On December 10, 2015, the Commission allocated $18,306,000 in Proposition 1B Highway-Railroad Crossing Safety Account funds to construct the Fullerton Road Grade Separation project in Los Angeles County. The construction contract was awarded in April 2016 and expired in April 2019. The project was severely impacted by the heavy rains this winter which delayed the completion of deep excavation needed to construct an underpass under the Union Pacific Railroad, along with the relocation of two 8-foot diameter regional storm drains, a 7-foot diameter regional sewer line, and a 30-inch high pressure gas main.

During the excavation work on the Union Pacific Railroad's right-of-way, previously undisclosed contaminated soil was discovered requiring soil treatment and removal that also delayed activities. As the unforeseen project challenges were addressed, the contract expired.

The local agency has a plan to ensure that the project is complete within the extra time that would be provided by extending the project completion deadline. Therefore, a post fact time extension of 20 months, from April 2019 to December 2020 is being requested to enable the project to be completed.

Attachments

4900 Rivergrade Rd. Ste. A120 Irwindale, CA 91706 (626) 962-9292 fax (626) 962-3552 www.theaceproject.org

June 11, 2019

Ms. Richel Espinoza-Noss
Caltrans
Division of Rail and Mass Transportation
1120 N Street
Sacramento, CA 95814

**Re: Fullerton Road Grade Separation (75GS036)**
**Request for Time Extension for Project Completion**

Dear Ms. Espinoza-Noss:

The San Gabriel Valley Council of Governments (SGVCOG), in furtherance of the Alameda Corridor-East Project, requests that the California Transportation Commission at their meeting on June 26-27, 2019 grant a time extension of 20 months for a revised construction end date of December 2020 for the above-referenced project partially funded from the Proposition 1B Highway-Rail Crossing Safety Account (HRCSA) program.

The Fullerton Road project was severely impacted by the heavy rains this winter which delayed the completion of deep excavation to construct an underpass under the Union Pacific Railroad, along with the relocation of two 8-foot diameter regional storm drains, a 7-foot diameter regional sewer line, and a 30-inch high pressure gas main. Attached are two photographs showing how the rains impacted the construction activity. Rainfall in the Los Angeles region was 140% above average for the period from October 2018 through February 2019, according to the California Department of Water Resources.

In addition, during excavation work on Union Pacific Railroad's right-of-way, previously undisclosed contaminated soil was discovered requiring soils treatment and removal that also delayed activity completion. Based on the most recent schedule provided by the contractor, the SGVCOG is anticipating a revised construction completion date of December 2020 and requests CTC approval of the same. The time extension will allow the project to be completed, and additional cost due to the time extension are not anticipated or will be mitigated by SGVCOG. Schedule acceleration without additional cost will be accomplished by directing the contractor to construct weather-vulnerable project elements, such as major storm drains, during the summer months of this calendar year.

Thank you for your assistance with this matter. Should you have any questions regarding this request please contact me at (626) 962-9292.

Sincerely,

Mark Christoffels, Chief Engineer
San Gabriel Valley Council of Governments
Alameda Corridor-East Project





State of California
**DEPARTMENT OF TRANSPORTATION**

California State Transportation Agency

# MEMORANDUM

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

**CTC Meeting**: June 26-27, 2019

**From**: STEVEN KECK, Chief Financial Officer

**Reference Number**: 2.8d.(2), Action Item

**Prepared By**: Rihui Zhang,Chief
Division of Local Assistance

**Subject**: **REQUEST TO EXTEND THE PERIOD OF PROJECT DEVELOPMENT EXPENDITURES FOR LOCALLY ADMINISTERED STIP PROJECTS, PER STIP GUIDELINES**
**WAIVER 19-44**

## ISSUE:

Should the California Transportation Commission (Commission) extend the period of project development expenditure for the Traffic Signal at Gobbi Street and Waugh Lane project (PPNO 4561) in Mendocino County, totaling $90,000 programmed in the State Transportation Improvement Program (STIP), for the time period shown in the attachment?

## RECOMMENDATION:

The California Department of Transportation recommends the Commission extend the period of project development expenditure for the Traffic Signal at Gobbi Street and Waugh Lane project (PPNO 4561) in Mendocino County, totaling $90,000, programmed in the STIP, for the time period shown in the attachment.

## BACKGROUND:

The Commission allocated $90,000 for the Traffic Signal at Gobbi Street and Waugh Lane project as shown on the attachment. The responsible agency has been unable to complete the project as programmed. 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 STIP Guidelines, Resolution G-13-07, stipulate that funds allocated for local project development or right of way costs must be expended by the end of the second fiscal year following the fiscal year in which the funds were allocated. The Commission may approve a waiver 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.

Attachments

**Time Extension/Waiver – Project Development Expenditures Deadline**
**Local Streets and Roads Projects**

Project Number: 1
Applicant: City of Ukiah
County: Mendocino
District: 1
PPNO: 4561
Allocated Amount: $90,000
Balance: $89,739.40
Phase: Plans, Specifications and Estimate
Allocation Date: 1/18/2017
Allocation Resolution Number: FP-16-21
Number of Months Requested: 12 Months
Extended Deadline: 06/30/2020
Department Recommendation: Support, 12 months

**Traffic Signal at Gobbi Street and Waugh Lane project**

The City of Ukiah (City) requests a 12-month time extension to expend the funding for the Plans, Specifications and Estimate (PS&E) phase of Traffic Signal at Gobbi Street and Waugh Lane project. The City experienced unexpected delays during the design phase of the project.

The project proposes to construct a traffic signal, Americans with Disabilities Act curb ramps and repave the intersection of Gobbi Street and Waugh Lane. The City received their Plans Specifications and Estimate allocation and proceeded with initial design. During development of the project, City staff determined that the City of Ukiah Electric Department (EUD) has a project that is being constructed through the same area. EUD will be relocating overhead utilities, including electrical, telephone, and cable, into an underground conduit in the roadway within the project limits. The City needs to coordinate the final layout, signal pole and curb ramp locations with EUD. As a result, the City will need an additional 12 months to coordinate efforts with EUD and complete the final design of the project. The City anticipates completing design and RW certification by April 2020 and allocating CON funds by June 2020.

Therefore, the City requests a 12-month time extension to allocate PS&E by June 30, 2020.

State of California
**DEPARTMENT OF TRANSPORTATION**

California State Transportation Agency

# MEMORANDUM

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

**CTC Meeting**: June 26-27, 2019

**From**: STEVEN KECK, Chief Financial Officer

**Reference Number**: 2.8d.(3), Action Item

**Prepared By**: Rihui Zhang,Chief
Division of Local Assistance

**Subject**: **REQUEST TO EXTEND THE PERIOD OF PROJECT DEVELOPMENT EXPENDITURES FOR ACTIVE TRANSPORTATION PROJECTS, PER ATP GUIDELINES**
**WAIVER 19-45**

## ISSUE:

Should the California Transportation Commission (Commission) extend the period of project development expenditure for four projects, totaling $1,530,000 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 four projects, totaling $1,530,000, programmed in the ATP, for the time period identified in the attachment.

## BACKGROUND:

The Commission allocated $1,530,000 for four projects as identified on the attachment. The responsible agencies have been unable to complete the phases within the expenditure periods. The attachment describes the details of the projects and the explanation for the delays. The agencies requested an extension, and the planning agency concur.

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.

Attachments

**Time Extension/Waiver – Project Development Expenditures Deadline**
**Active Transportation Program**

Project Number: 1
Applicant: County of Los Angeles
County: Los Angeles
District: 7
PPNO: 5106
Allocated Amount: $1,000,000
Balance: $456,178.84
Phase: Project Approval and Environmental Document
Award Date: October 20, 2016
Allocation Resolution Number: FATP-1617-03
Number of Months Requested: 12 Months
Extended Deadline: 06/30/2020
Department Recommendation: Support

**Rosemead Boulevard Complete Street Improvements Phase 1 project**

The County of Los Angeles (County) is requesting a 12-month time extension to the project development expenditure period for the Project Approval and Environmental Document (PA&ED) phase for the Rosemead Boulevard Complete Street Improvements Phase 1 project. The County experienced unforeseen delays during the design stage of the project.

The project proposes to develop a design concept and obtain environmental clearance for a complete streets treatment with bike lanes and ADA accessibility along a segment of Rosemead Boulevard between the cities of South El Monte and Pico Rivera. The consultant, hired by the County to evaluate and develop design alternatives, identified numerous conflict points where Rosemead Boulevard intersects the free-flow on-and-off ramps connecting motorists to the Pomona freeway. The County has determined that a feasibility assessment is needed to determine if the conflict points affecting pedestrians, bicyclists, and motorists can be eliminated or mitigated. The County requires additional time to complete the study and finalize the design selection. The County discovered that in addition, approval from the United States Army Corps of Engineers will be required since project limits are within their easement.

Therefore, the County is requesting a 12-month expenditure extension for PA&ED from June 30, 2019, to June 30, 2020.

Project Number: 2
Applicant: City of Los Angeles
County: Los Angeles
District: 7
PPNO: 5118
Allocated Amount: $205,000
Balance: $83,779.93
Phase: Project Approval and Environmental Document
Award Date: August 18, 2016
Allocation Resolution Number: FATP-1617-01
Number of Months Requested: 12 Months
Extended Deadline: 06/30/2020
Department Recommendation: Support

**Orange Line – Sherman Way Pedestrian Links project**

The City of Los Angeles (City) is requesting a 12-month time extension to the project development expenditure period for the Project Approval and Environmental Document (PA&ED) phase for the Orange Line – Sherman Way Pedestrian Links project. The City experienced unforeseen delays during the design stage of the project.

The project proposes to provide pedestrian and bike improvements linking Metro's Orange-Line Sherman Way station with nearby destinations. The project will improve safety and include wayfinding signage, curb extensions, benches and ADA accessibility. The City has run into numerous issues that are delaying the project. There are proposed lighting improvements that must be accompanied by property tax increases for long-term maintenance, as required by local Proposition 218. Complicating the issue is the lack of community support for the proposed tax increases. In addition, it has been determined that a proposed median island is too small to allow for adequate pedestrian storage capacity and could potentially cause a pedestrian safety hazard. These issues have caused the City to revisit the conceptual design and seek changes to the original scope. A project scope change request has recently been submitted to the California Department of Transportation. The City is seeking the extension to allow time to complete the scope change process, environmental documents, and right of way certification. The City plans to request construction allocation in June 2020.

Therefore, the City is requesting a 12-month expenditure extension for PA&ED from June 30, 2019, to June 30, 2020.

Project Number: 3
Applicant: City of National City
County: San Diego
District: 11
PPNO: 1140
Allocated Amount: $250,000
Balance: $240,208.99
Phase: Plans, Specifications and Estimates
Award Date: May 18, 2017
Allocation Resolution Number: FATP-1617-15
Number of Months Requested: 6 Months
Extended Deadline: 12/31/2019
Department Recommendation: Support

**El Toyon Las Palmas Bicycle Corridor project**

The City of National (City) is requesting a six-month time extension to the project development expenditure period for the Plans, Specifications & Estimates (PS&E) phase for the El Toyon Las Palmas Bicycle Corridor project. The City experienced unforeseen delays during the procurement of the project.

The project proposes to make improvements along the El Toyon-Las Palmas Bicycle Corridor and links four elementary schools. The improvements include resurfacing, vegetation control, lighting installation, shared lane markings, signage and traffic calming measures. The City has identified this project as urgent based on public health and safety. From July 2018 to October 2018, the City made amendments to its procurement and task order processes which resulted in delays to the PS&E and Right of Way (RW) phases. Additionally, the City has experienced extended periods of flooding at the project site which has delayed design efforts for two months. The City found a California Department of Transportation (Department) inlet near the intersection of Division Street and Interstate 805 was clogged due to a fallen tree, preventing adequate drainage. The issue was promptly resolved by the Department after being notified. This project has a concurrent time extension request for its RW allocation on this month's Commission agenda.

Therefore, the City is requesting a six-month expenditure extension for PS&E from June 30, 2019, to December 31, 2019.

Project Number: 4
Applicant: City of National City
County: San Diego
District: 11
PPNO: 1140
Allocated Amount: $75,000
Balance: $1,122.67
Phase: Right of Way
Award Date: May 18, 2017
Allocation Resolution Number: FATP-1617-15
Number of Months Requested: 6 Months
Extended Deadline: 12/31/2019
Department Recommendation: Support

**El Toyon Las Palmas Bicycle Corridor project**

The City of National (City) is requesting a six-month time extension to the project development expenditure period for the Right of Way (RW) phase for the El Toyon Las Palmas Bicycle Corridor project. The City experienced unforeseen delays during the procurement of the project.

The project proposes to make improvements along the El Toyon-Las Palmas Bicycle Corridor and links four elementary schools. The improvements include resurfacing, vegetation control, lighting installation, shared lane markings, signage and traffic calming measures. The City has identified this project as urgent based on public health and safety. From July 2018 to October 2018, the City made amendments to its procurement and task order processes which resulted in delays to the PS&E and Right of Way (RW) phases. Additionally, the City has experienced extended periods of flooding at the project site which has delayed design efforts for two months. The City found a California Department of Transportation (Department) inlet near the intersection of Division Street and Interstate 805 was clogged due to a fallen tree, preventing adequate drainage. The issue was promptly resolved by the Department after being notified. This project has a concurrent time extension request for its PS&E allocation on this month's Commission agenda.

Therefore, the City is requesting a six-month expenditure extension for RW from June 30, 2019, to December 31, 2019.

# Tabs 140-156

| Agenda Item # | Ref # | Extension Type | Proj # | PPNO | County | Agency | Agency Request | Caltrans Extension Recommendation | CTC Staff Recommendation | Notes |
|---|---|---|---|---|---|---|---|---|---|---|
| **140** | **2.8a.(12)** | SHOPP-Construction and Construction Support | 1 | 1072 | Del Norte | Caltrans | - | 6 months | 6 months | In January 2018, the bridge design staff were temporarily reassigned to assist with a high priority project emergency. The bridge design is unique and complicated. The unusual structural analysis would have required a steep learning curve and additional time for another qualified designer to finish. The project is scheduled to RTL on October 8, 2019, in preparation for the December 2019 CTC meeting. |
| **140** | **2.8a.(12)** | SHOPP-PS&E | 2 | 0100V | Del Norte | Caltrans | - | 9 months | 9 months | The Department is preparing an Environmental Impact Report in response to resource agency comments that were received in July 2017. The resource agencies commented that the temporary construction piles for false work pose a significant threat to Coho salmon fisheries by causing scour and increasing the potential for debris accumulation. Additional time is needed to develop bridge structure alternatives, alignments and construction scenarios that eliminate the need for temporary false work piles. These alternatives have been added to the project and need to be considered for environmental impacts. As a result, PA&ED has moved out to March 2020, delaying the start of PS&E and R/W Support phases. |
| **140** | **2.8a.(12)** | SHOPP-PS&E | 3 | 2301 | Humboldt | Caltrans | - | 9 months | 9 months | The delay was discovered in February 2018 during consultation with California Department of Fish and Wildlife (CDFW). The agency expressed concerns regarding potential impacts to endangered salmon species. Additional time is required to acquire an Incidental Take Permit from CDFW. The delay to PA&ED completion is delaying the start of PS&E and R/W Support phases to March 2020. |
| **140** | **2.8a.(12)** | SHOPP-Right of Way Support | 4 | 2301 | Humboldt | Caltrans | - | 9 months | 9 months | The delay was discovered in February 2018 during consultation with California Department of Fish and Wildlife (CDFW). The agency expressed concerns regarding potential impacts to endangered salmon species.<br>Additional time is required to acquire an Incidental Take Permit from CDFW. The delay to PA&ED completion is delaying the start of PS&E and R/W Support phases to March 2020. |
| **140** | **2.8a.(12)** | SHOPP-Construction and Construction Support | 5 | 2376 | Humboldt | Caltrans | - | 7 months | 7 months | In April 2019, the California Coastal Commission (CCC) required a public meeting be held before approving the Coastal Development Permit (CDP) on this and two other related projects within the same corridor. At the meeting, external groups voiced multiple project concerns and demanded that the project be delayed and considered at the local Eureka CCC meeting scheduled for August 2019. There is high risk the project will not receive a CDP in August, which would require going to a future additional CCC hearing. With this risk the project is requesting an extension to the January 2020 CTC meeting. |
| **140** | **2.8a.(12)** | SHOPP-Construction and Construction Support | 6 | 2418 | Humboldt | Caltrans | - | 7 months | 7 months | In April 2019, the California Coastal Commission (CCC) required a public meeting be held before approving the Coastal Development Permit (CDP) on this and two other related projects within the same corridor. At the meeting, external groups voiced multiple project concerns and demanded that the project be delayed and considered at the local Eureka CCC meeting scheduled for August 2019. There is high risk the project will not receive a CDP in August, which would require going to a future additional CCC hearing. With this risk the project is requesting an extension to the January 2020 CTC meeting. |
| **140** | **2.8a.(12)** | SHOPP-Construction and Construction Support | 7 | 2375 | Humboldt | Caltrans | - | 7 months | 7 months | In April 2019, the California Coastal Commission (CCC) required a public meeting be held before approving the Coastal Development Permit (CDP) on this and two other related projects within the same corridor. At the meeting, external groups voiced multiple project concerns and demanded that the project be delayed and considered at the local Eureka CCC meeting scheduled for August 2019. There is high risk the project will not receive a CDP in August, which would require going to a future additional CCC hearing. With this risk the project is requesting an extension to the January 2020 CTC meeting. |
| **140** | **2.8a.(12)** | SHOPP-PS&E | 8 | 2424 | Humboldt | Caltrans | - | 20 months | 20 months | In May 2019 a programming error was discovered. PS&E had been erroneously programmed into a fiscal year that was earlier than was identified in the project schedule. The error was not discovered in time to resolve before the start of the fiscal year. Environmental studies are still under development and additional time is needed to complete PA&ED, delaying PS&E until February 2021. |

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| **140** | **2.8a.(12)** | SHOPP-PS&E | 9 | 4630 | Mendocino | Caltrans | - | 11 months | 11 months | In August 2018, the Department's field surveying crews became impacted with high workload and low staffing levels, which delayed development of the project footprint and the start of necessary environmental studies. Environmental technical project studies are dependent on seasonal timeframes, further delaying the project. The delay to PA&ED completion is delaying the start of PS&E and R/W Support phases to May 2020. |
| **140** | **2.8a.(12)** | SHOPP-Right of Way Support | 10 | 4630 | Mendocino | Caltrans | - | 11 months | 11 months | In August 2018, the Department's field surveying crews became impacted with high workload and low staffing levels, which delayed development of the project footprint and the start of necessary environmental studies. Environmental technical project studies are dependent on seasonal timeframes, further delaying the project. The delay to PA&ED completion is delaying the start of PS&E and R/W Support phases to May 2020. |
| **140** | **2.8a.(12)** | SHOPP-PS&E | 11 | 4491 | Mendocino | Caltrans | - | 20 months | 20 months | In September 2017, with the release of the hazardous waste report, it was found that past bridge paint sandblast work has caused elevated levels of zinc and lead in the groundwater and adjacent properties. Additional time is needed to develop remediation plans and ensure compliance. Coordination with Department of Toxic Substance Control, California Coastal Commission, California Department of Fish and Wildlife and consultant staff is required to finalize the remediation plan, causing a delay to the PA&ED phase subsequently delaying start of PS&E and R/W Support phases to February 2021. (Concurrent amendment under SHOPP Amendment 18H-010) |
| **140** | **2.8a.(12)** | SHOPP-Right of Way Support | 12 | 4491 | Mendocino | Caltrans | - | 20 months | 20 months | In September 2017, with the release of the hazardous waste report, it was found that past bridge paint sandblast work has caused elevated levels of zinc and lead in the groundwater and adjacent properties. Additional time is needed to develop remediation plans and ensure compliance. Coordination with Department of Toxic Substance Control, California Coastal Commission, California Department of Fish and Wildlife and consultant staff is required to finalize the remediation plan, causing a delay to the PA&ED phase subsequently delaying start of PS&E and R/W Support phases to February 2021. (Concurrent amendment under SHOPP Amendment 18H-010) |
| **140** | **2.8a.(12)** | SHOPP-PS&E | 13 | 4553 | Mendocino | Caltrans | - | 11 months | 11 months | During the past two winters, the project location sustained additional storm damage and slide movement, resulting in extensive geotechnical studies that have specified increased work. More time is needed to complete remediation work for this additional damage scope. The team expects to finalize this expanded scope and has determined that PA&ED can be completed by March 2020. Delay to PA&ED phase is delaying start of PS&E and R/W Support phases to May 2020. |
| **140** | **2.8a.(12)** | SHOPP-Right of Way Support | 14 | 4553 | Mendocino | Caltrans | - | 11 months | 11 months | During the past two winters, the project location sustained additional storm damage and slide movement, resulting in extensive geotechnical studies that have specified increased work. More time is needed to complete remediation work for this additional damage scope. The team expects to finalize this expanded scope and has determined that PA&ED can be completed by March 2020. Delay to PA&ED phase is delaying start of PS&E and R/W Support phases to May 2020. |
| **140** | **2.8a.(12)** | SHOPP-PS&E | 15 | 2114 | Butte | Caltrans | - | 4 months | 4 months | The delay to PA&ED was identified during Summer 2018 and is delaying the start of PS&E and RW Support phases. The project is in a congested location which includes a State University and a high school, substantial community involvement has added to the complexity of traffic and pedestrian studies required for environmental permits. In order to obtain accurate results, a delay to starting the studies until school is in session is warranted thus delaying the PA&ED; which will delay PS&E until October 2019. |
| **140** | **2.8a.(12)** | SHOPP-Right of Way Support | 16 | 2114 | Butte | Caltrans | - | 4 months | 4 months | The delay to PA&ED was identified during Summer 2018 and is delaying the start of PS&E and RW Support phases. The project is in a congested location which includes a State University and a high school, substantial community involvement has added to the complexity of traffic and pedestrian studies required for environmental permits. In order to obtain accurate results, a delay to starting the studies until school is in session is warranted thus delaying the PA&ED; which will delay RW Support until October 2019. |

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| **140** | **2.8a.(12)** | SHOPP-Construction and Construction Support | 17 | 3290 | El Dorado | Caltrans | - | 11 months | 11 months | In May 2018 it became evident that several project risks will delay the project. There were delays to completion of PA&ED and subsequently other phases including completion of R/W tasks. Additional time is needed to complete the acquisition of 13 parcels, with the uncertainty whether the condemnation process will be needed for the remaining 6 parcels. Also, additional time will allow time to complete utility relocation plans and possible additional parcel acquisitions, delaying construction and construction support until May 2020. |
| **140** | **2.8a.(12)** | SHOPP-PS&E | 18 | 3994 | Nevada | Caltrans | - | 16 months | 16 months | During project development, over 30 potential cultural resources were identified within the project limits. Additional detailed studies requiring up to 12 months is required with an anticipated PA&ED completion in August 2020. District has conducted field reviews, and multiple meetings with Native American tribes to resolve issues. In addition, re-design of route alignment was done to avoid and reduce impacts to cultural sites. The delay to PA&ED completion is delaying the start of PS&E and R/W Support phases until October 2020. |
| **140** | **2.8a.(12)** | SHOPP-Right of Way Support | 19 | 3994 | Nevada | Caltrans | - | 16 months | 16 months | During project development, over 30 potential cultural resources were identified within the project limits. Additional detailed studies requiring up to 12 months is required with an anticipated PA&ED completion in August 2020. District has conducted field reviews, and multiple meetings with Native American tribes to resolve issues. In addition, re-design of route alignment was done to avoid and reduce impacts to cultural sites. The delay to PA&ED completion is delaying the start of PS&E and R/W Support phases until October 2020. |
| **140** | **2.8a.(12)** | SHOPP-PS&E | 20 | 4000 | Nevada | Caltrans | - | 16 months | 16 months | During project development, the environmental office documented this area as highly sensitive for historic resources with previously recorded archaeological sites and prehistoric cultural resources. Additional time is required for field reviews and multiple meetings with Native American tribes to discuss possible mitigation measures. In addition, re-design of route alignment was done to avoid and reduce impacts to cultural sites. The delay to PA&ED completion is delaying the start of PS&E and R/W Support phases until October 2020. |
| **140** | **2.8a.(12)** | SHOPP-Right of Way Support | 21 | 4000 | Nevada | Caltrans | - | 16 months | 16 months | During project development, the environmental office documented this area as highly sensitive for historic resources with previously recorded archaeological sites and prehistoric cultural resources. Additional time is required for field reviews and multiple meetings with Native American tribes to discuss possible mitigation measures. In addition, re-design of route alignment was done to avoid and reduce impacts to cultural sites. The delay to PA&ED completion is delaying the start of PS&E and R/W Support phases until October 2020. |
| **140** | **2.8a.(12)** | SHOPP-Construction and Construction Support | 22 | 4451 | Nevada | Caltrans | - | 4 months | 4 months | As a result of public response and input, the project was redesigned and realized that additional time will be needed to acquire an additional 13 parcels with high likelihood of using the condemnation process. The project development team has sought to obtain 3W right of way certification and has developed stage construction to minimize the impact of this delay. This delays construction and construction support until October 2019. |
| **140** | **2.8a.(12)** | SHOPP-PS&E | 23 | 6411 | Sacramento | Caltrans | - | 9 months | 9 months | During PA&ED phase, it was discovered that the project preferred alternative required more time to complete. During a team meeting in May 2019, it was determined the final Traffic Simulation Model (TSM) would require additional 2 months. Additional time is needed to validate data and finalize traffic studies, work with consultant to formalize presentation for public consumption, and conduct public information meeting. The delay to PA&ED completion is delaying the start of PS&E and R/W Support phases until March 2020. |
| **140** | **2.8a.(12)** | SHOPP-Right of Way Support | 24 | 6411 | Sacramento | Caltrans | - | 9 months | 9 months | During PA&ED phase, it was discovered that the project preferred alternative required more time to complete. During a team meeting in May 2019, it was determined the final Traffic Simulation Model (TSM) would require additional 2 months. Additional time is needed to validate data and finalize traffic studies, work with consultant to formalize presentation for public consumption, and conduct public information meeting. The delay to PA&ED completion is delaying the start of PS&E and R/W Support phases until March 2020. |

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| **140** | **2.8a.(12)** | SHOPP-Construction and Construction Support | 25 | 8920 | Sacramento | Caltrans | - | 12 months | 12 months | In March 2019, it was determined that the project cannot be managed as a service contract. Additional time is needed to prepare project for a traditional advertise, bid, and award process. The work involved includes developing approved plans, specifications, and estimate, delaying construction and construction support until June 2020. |
| **140** | **2.8a.(12)** | SHOPP-Construction and Construction Support | 26 | 6717 | Sacramento | Caltrans | - | 12 months | 12 months | In March 2019, it was determined that the project cannot be managed as a service contract. Additional time is needed to prepare project for a traditional advertise, bid, and award process. The work involved includes developing approved plans, specifications, and estimate, delaying construction and construction support until June 2020. |
| **140** | **2.8a.(12)** | SHOPP-Construction and Construction Support | 27 | 6916 | Sacramento | Caltrans | - | 4 months | 4 months | In April 2018, it was determined that additional time would be needed to acquire California Department of Fish and Wildlife (CDFW) 1600 permit and Initial Take Permits (ITP). Delays were due to the change in CDFW requirements and prolonged negotiations. Beginning in October 2018, staff increased prioritization efforts and began a continual statusing effort with agencies to resolve any changes more expeditiously. This delayed construction and construction support until October 2019. |
| **140** | **2.8a.(12)** | SHOPP-Construction and Construction Support | 28 | 9579 | Yuba | Caltrans | - | 4 months | 4 months | In July 2018, it was determined that outstanding PG&E easements and acquisitions was a major risk to address necessary utility relocations. Additional time is needed due to PG&E's difficulty to acquire property rights in the wake of the bankruptcy filing that requires PG&E to seek approval of funds from bankruptcy court. The 1600 permit is also pending from California Department of Fish and Wildlife (CDFW), with an anticipated target of 8/1/2019. Focused meetings and coordination with permitting agencies and external stakeholders are occurring. This delayed construction and construction support until October 2019. |
| **140** | **2.8a.(12)** | SHOPP-PS&E | 29 | 9820 | Yuba | Caltrans | - | 19 months | 19 months | Early in the PA&ED phase, it was discovered that this project requires numerous and complex technical studies for environmental determination. Additional time is required for extensive coordination with railroad to construct two railroad structures and two temporary railroad structures. The project also impacts Marysville Ring Levee involving multiple stakeholders. The delay to PA&ED completion is delaying the start of PS&E and R/W Support phases until January 2021.<br>(Concurrent amendment under SHOPP Amendment 18H-010) |
| **140** | **2.8a.(12)** | SHOPP-Right of Way Support | 30 | 9820 | Yuba | Caltrans | - | 19 months | 19 months | Early in the PA&ED phase, it was discovered that this project requires numerous and complex technical studies for environmental determination. Additional time is required for extensive coordination with railroad to construct two railroad structures and two temporary railroad structures. The project also impacts Marysville Ring Levee involving multiple stakeholders. The delay to PA&ED completion is delaying the start of PS&E and R/W Support phases until January 2021.<br>(Concurrent amendment under SHOPP Amendment 18H-010) |
| **140** | **2.8a.(12)** | SHOPP-PS&E | 31 | 9819 | Yuba | Caltrans | - | 4 months | 4 months | In early 2018, the environmental document changed from Initial Study (IS) to Environmental Impact Report (EIR) due to extensive public controversy resulting in the increased complexity of environmental technical studies and delaying the PA&ED phase. Additional time is needed to review and address comments after completion of draft environmental document review period. The delay to PA&ED completion is delaying the start of PS&E and R/W Support phases until October 2019.<br>(Concurrent COS allocation under Resolution FP-18-81) (Concurrent amendment under SHOPP Amendment 18H-010) (Concurrent R/W Cap allocation under Resolution FP-18-82) |
| **140** | **2.8a.(12)** | SHOPP-Right of Way Support | 32 | 9819 | Yuba | Caltrans | - | 4 months | 4 months | In early 2018, the environmental document changed from Initial Study (IS) to Environmental Impact Report (EIR) due to extensive public controversy resulting in the increased complexity of environmental technical studies and delaying the PA&ED phase. Additional time is needed to review and address comments after completion of draft environmental document review period. The delay to PA&ED completion is delaying the start of PS&E and R/W Support phases until October 2019.<br>(Concurrent COS allocation under Resolution FP-18-81) (Concurrent amendment under SHOPP Amendment 18H-010) (Concurrent R/W Cap allocation under Resolution FP-18-82) |

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| **140** | **2.8a.(12)** | SHOPP-Construction and Construction Support | 33 | 0076B | Alameda | Caltrans | - | 20 months | 20 months | The environmental document is being legally challenged by the Alameda Creek Alliance impacting the environmental permits. In late May 2019, after the initial approval of the Stonybrook Creek's channel design by National Marine Fisheries Service (NMFS), the Regional Water Quality Control Board (RWQCB) requested removal of concrete remnants from the channel that remained after a previous project. Additional time is required to design access road, water diversion plans, and stream restoration plans. The resource agencies will need to review the new design before issuing Biological Opinion (BO), 1602 permit, Incidental Take Permit (ITP), 404 permit, and 401 permit. In addition, 17 months are required for R/W acquisitions for the access road and water diversion. This will delay construction and construction support until February 2021. |
| **140** | **2.8a.(12)** | SHOPP-Construction and Construction Support | 34 | 0084B | Alameda | Caltrans | - | 14 months | 14 months | The environmental document is being legally challenged by the Alameda Creek Alliance impacting the environmental permits. In March 2019, National Marine Fisheries Service (NMFS) requested additional changes for the restoration of Alameda Creek, and requested a conceptual channel design plan. NMFS has subsequently required several revisions to the conceptual channel design plan. In June 2019, NMFS indicated that they will require 120 days to grant Biological Opinion (BO) after accepting the final version of the plan. The 401 and 404 permits are dependent on the issuance of the BO. After the Department receives all environmental permits, additional time will be needed to fully incorporate permit conditions which will likely involve revisions, and potentially a need to split mitigation and channel restoration work. This will delay construction and construction support until August 2020. |
| **140** | **2.8a.(12)** | SHOPP-Construction and Construction Support | 35 | 0050N | Alameda | Caltrans | - | 20 months | 20 months | After company reorganization and staffing changes at Union Pacific Railroad (UPRR) in May 2019, new staff proposed a major design change to replace the bridge on a new alignment, which could require resubmittal to resource agencies for the environmental permits. In addition, the Department continues to negotiate utility agreements, utility relocation plans, and utility easement land acquisitions for two petroleum pipelines and a communication line. Furthermore, the relocation plans will need to be reviewed and approved by UPRR. Additional time is also needed to complete a new construction agreement with UPRR that had previously expired. UPRR is expected to approve the final design by November 2020. This will delay construction and construction support until February 2021. |
| **140** | **2.8a.(12)** | SHOPP-PS&E | 36 | 0386F | Santa Clara | Caltrans | - | 9 months | 9 months | After the close of the public comment period in April 2018, additional time was needed to determine the preferred alternative due to the extensive amount of public comments and strong interest in keeping original historical character of the existing bridge. As a result, innovative and complex design alternatives were developed. Review of the preferred alternative by State Office of Historic Preservation (OHP) could take as much as six months, with projected completion of PA&ED in January 2020. Delay to PA&ED is delaying the start of PS&E and RW Support phases until March 2020. |
| **140** | **2.8a.(12)** | SHOPP-Right of Way Support | 37 | 0386F | Santa Clara | Caltrans | - | 9 months | 9 months | After the close of the public comment period in April 2018, additional time was needed to determine the preferred alternative due to the extensive amount of public comments and strong interest in keeping original historical character of the existing bridge. As a result, innovative and complex design alternatives were developed. Review of the preferred alternative by State Office of Historic Preservation (OHP) could take as much as six months, with projected completion of PA&ED in January 2020. Delay to PA&ED is delaying the start of PS&E and RW Support phases until March 2020. |
| **140** | **2.8a.(12)** | Con, Con Sup | 38 | 0449A | Santa Clara | Caltrans | - | 4 months | 4 months | In May 2019, it was determined that additional time is required to incorporate changes to cost and the project plans due to the Department's recent work zone safety initiative on providing a buffer lane during construction. Additional time is also required to evaluate late comments from a local partner. This will delay construction and construction support until October 2019. |

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| **140** | **2.8a.(12)** | SHOPP-Construction and Construction Support | 39 | 0481R | Solano | Caltrans | - | 4 months | 4 months | During a coordination meeting with the City of Vallejo (City) in March 2019, it was learned that the City has previously unknown fiber optic communication lines that cross Route 80 on three bridges that will be extensively impacted by the proposed project. The City is unable to allow these three lines to be shut-down for any period of time. Department and City staff worked to develop a solution to bypass the impacted bridges during construction. An expedited utility relocation plan is being discussed with the City. Utility certification is subject to the City's timeline in securing their concurrence for the relocation plan and budgetary approval from their Board, delaying the project Ready to List (RTL) date by four months until October 2019. (Concurrent COS Extension request under Attachment 3) |
| **140** | **2.8a.(12)** | SHOPP-PS&E | 40 | 0482T | Sonoma | Caltrans | - | 14 months | 14 months | In August 2018 the Department's field surveying crews became impacted with high workload and low staffing levels. The delayed topographical surveys are necessary to define the project impacts footprint before environmental studies can begin, thus delaying the completion of PA&ED. The project also requires an outstanding biological opinion from the US Fish and Wildlife Service (USFWS) which will require approximately 9 to 12 months lead time before completion of PA&ED. In addition, time is needed to incorporate project features consistent with the recently approved Sonoma State Route 1 Storm Damage Guidelines. Subsequently, PA&ED completion has been delayed from April 2019 to June 2020, resulting in delaying the start of PS&E and R/W Support phases until December 2020. |
| **140** | **2.8a.(12)** | SHOPP-Right of Way Support | 41 | 0482T | Sonoma | Caltrans | - | 14 months | 14 months | In August 2018 the Department's field surveying crews became impacted with high workload and low staffing levels. The delayed topographical surveys are necessary to define the project impacts footprint before environmental studies can begin, thus delaying the completion of PA&ED. The project also requires an outstanding biological opinion from the US Fish and Wildlife Service (USFWS) which will require approximately 9 to 12 months lead time before completion of PA&ED. In addition, time is needed to incorporate project features consistent with the recently approved Sonoma State Route 1 Storm Damage Guidelines. Subsequently, PA&ED completion has been delayed from April 2019 to June 2020, resulting in delaying the start of PS&E and R/W Support phases until December 2020. |
| **140** | **2.8a.(12)** | SHOPP-Construction and Construction Support | 42 | 0481B | Sonoma | Caltrans | - | 4 months | 4 months | In February 2019, it was determined that the project Consistency Determination from California Department of Fish and Wildlife (CDF&W) will cause a delay to the project schedule. The consistency determination is necessary for environmental permits and the Ready to List (RTL) milestone. This will delay construction and construction support until October 2019. |
| **140** | **2.8a.(12)** | SHOPP-Construction and Construction Support | 43 | 1482F | Sonoma | Caltrans | - | 4 months | 4 months | Additional time is required to resolve a California Department of Fish and Wildlife (CDFW) 1602 permit condition. CDFW is requiring elimination of the Rock Slope Protection (RSP) fabric on the RSP installation at the drainage culvert outfalls. However, the RSP fabric is needed for the stability and effectiveness. CDFW is concerned that the buried fabric will become exposed over time and create a hazard to small animals and birds. The Department is working closely with CDFW to resolve this issue and obtain the permit by July 2019. This would delay the project Ready to List (RTL) and construction allocation until the October 2019 CTC meeting. |
| **140** | **2.8a.(12)** | SHOPP-Construction and Construction Support | 44 | 2534 | Monterey | Caltrans | - | 20 months | 20 months | In April 2019, the California Coastal Commission (CCC) notified the Department of new requirements for issuance of their consolidated permit. Studies due to the new CCC requirements require additional time to conduct, evaluate, review and approve the endangered species impacts by the Department and regulatory agencies. Approval is anticipated by winter 2020-<br>21. This will delay construction and construction support until February 2021. |
| **140** | **2.8a.(12)** | SHOPP-PS&E | 45 | 2312Y | Monterey | Caltrans | - | 20 months | 20 months | In Fall 2018, the overlapped work area of 05-0T991 and 05-1C960 (seismic retrofit) was discovered. To avoid obliteration of new landscaping installed by 05-0T991, it was determined that a delay in construction would be best. At the May 2019 CTC meeting, an amendment was approved to delay construction until 2021-22, PS&E was unable to change due to it being in the current fiscal year. Additional time is requested to February 2021 to align the completion of PS&E with the completion of 05-1C960. |

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| **140** | **2.8a.(12)** | SHOPP-PS&E | 46 | 2697 | San Benito | Caltrans | - | 16 months | 16 months | In July 2018 it was determined cultural resources impacts were unable to be avoided and would delay the completion of PA&ED. Coordination efforts with the tribal community determined that more complex archaeological studies will be required for environmental clearance. This delay was documented and an amendment was processed to postpone project construction; PS&E and R/W Support were unable to move as they were programmed in the current fiscal year. Additional time is requested to October 2020 to align the start of PS&E and R/W Support with the completion of PA&ED. |
| **140** | **2.8a.(12)** | SHOPP-Right of Way Support | 47 | 2697 | San Benito | Caltrans | - | 16 months | 16 months | In July 2018 it was determined cultural resources impacts were unable to be avoided and would delay the completion of PA&ED. Coordination efforts with the tribal community determined that more complex archaeological studies will be required for environmental clearance. This delay was documented and an amendment was processed to postpone project construction; PS&E and R/W Support were unable to move as they were programmed in the current fiscal year. Additional time is requested to October 2020 to align the start of PS&E and R/W Support with the completion of PA&ED. |
| **140** | **2.8a.(12)** | SHOPP-Construction and Construction Support | 48 | 2462 | Santa Barbara | Caltrans | - | 4 months | 4 months | In May 2019, a conflict with an abandoned gas line was discovered. Additional time until October 2019 is needed to redesign the project to avoid conflict with the utility. |
| **140** | **2.8a.(12)** | SHOPP-PS&E | 49 | 6798 | Kern | Caltrans | - | 19 months | 19 months | In March 2019, at the completion of the first year of biological surveys, the California Department of Fish and Wildlife and the United States Fish and Wildlife Service required an additional season of biological surveys. Additional time until January 2021 is requested to align PS&E allocation with the new anticipated completion of PA&ED in December 2020. |
| **140** | **2.8a.(12)** | SHOPP-Right of Way Support | 50 | 6798 | Kern | Caltrans | - | 19 months | 19 months | In March 2019, at the completion of the first year of biological surveys, the California Department of Fish and Wildlife and the United States Fish and Wildlife Service required an additional season of biological surveys. Additional time until January 2021 is requested to align RW Support allocation with the new anticipated completion of PA&ED in December 2020. |
| **140** | **2.8a.(12)** | SHOPP-Construction and Construction Support | 51 | 6709 | Kern | Caltrans | - | 12 months | 12 months | In March 2019, delays in railroad agreements with United Pacific Railroad (UPRR) and San Joaquin Valley Railroad (SJVR) affected project design completion. Initially the Department was directed by UPRR to coordinate with SJVR, subsequent restructuring by UPRR has now required the Department to seek approval from UPRR. The agreement is anticipated to be completed in November 2019, once approved the Department will need to finalize design. This will delay construction and construction support until June 2020. |
| **140** | **2.8a.(12)** | SHOPP-Construction and Construction Support | 52 | 6789 | Madera | Caltrans | - | 18 months | 18 months | This project is adjacent to 06-47090 (STIP) and has a two mile overlap on mainline and interchanges. In early design funding for 06-47090 was uncertain so 06-0U520 proceeded with design. In October 2018, STIP project 06-47090 was funded. With 06-47090 moving forward, additional time is being needed until December 2020 to complete the construction of 06-47090 before beginning construction on 06-0U520. |
| **140** | **2.8a.(12)** | SHOPP-PS&E | 53 | 4998 | Los Angeles | Caltrans | - | 12 months | 12 months | In November 2018, it was determined that PA&ED would be delayed due to the need for extensive surveys for over 500 curb ramps. Design-level surveys would be done concurrently with the planning surveys in order to mitigate any risk to the delivery schedule. PA&ED completion is scheduled for June 2020, delaying PS&E until June 2020. |
| **140** | **2.8a.(12)** | SHOPP-Right of Way Support | 54 | 4998 | Los Angeles | Caltrans | - | 12 months | 12 months | In November 2018, it was determined that PA&ED would be delayed due to the need for extensive surveys for over 500 curb ramps. Design-level surveys would be done concurrently with the planning surveys in order to mitigate any risk to the delivery schedule. PA&ED completion is scheduled for June 2020, delaying RW Support until June 2020. |
| **140** | **2.8a.(12)** | SHOPP-PS&E | 55 | 5034 | Los Angeles | Caltrans | - | 12 months | 12 months | In November 2018, it was determined that PA&ED would be delayed due to the need for extensive surveys for approximately 120 curb ramps. PA&ED completion is scheduled for June 2020, delaying PS&E until June 2020. |
| **140** | **2.8a.(12)** | SHOPP-Right of Way Support | 56 | 5034 | Los Angeles | Caltrans | - | 12 months | 12 months | In November 2018, it was determined that PA&ED would be delayed due to the need for extensive surveys for approximately 120 curb ramps. PA&ED completion is scheduled for June 2020, delaying RW Support until June 2020. |

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|---|---|---|---|---|---|---|---|---|---|---|
| **140** | **2.8a.(12)** | SHOPP-PS&E | 57 | 4976 | Los Angeles | Caltrans | - | 6 months | 6 months | Delay to PA&ED phase is delaying start to PS&E and RW Support phase to December 2019. In March 2019, it was realized that due to overlapping work limits with adjacent project (2020 SHOPP candidate EA 07-35240), scope changes are needed to eliminate metal beam guardrail replacement, and include vehicle maintenance pullouts, rock fall drapery, and concrete barrier. PA&ED completion is scheduled for October 2019. |
| **140** | **2.8a.(12)** | SHOPP-Right of Way Support | 58 | 4976 | Los Angeles | Caltrans | - | 6 months | 6 months | Delay to PA&ED phase is delaying start to PS&E and RW Support phase to December 2019. In March 2019, it was realized that due to overlapping work limits with adjacent project (2020 SHOPP candidate EA 07-35240), scope changes are needed to eliminate metal beam guardrail replacement, and include vehicle maintenance pullouts, rock fall drapery, and concrete barrier. PA&ED completion is scheduled for October 2019. |
| **140** | **2.8a.(12)** | SHOPP-PS&E | 59 | 5046 | Los Angeles | Caltrans | - | 6 months | 6 months | In March 2019, it was determined that more time would be necessary to complete field reviews, which were hampered by weather delays and flooding. Additional personnel have been added to the team. PA&ED is scheduled to be completed by January 2020, delaying PS&E until December 2019. |
| **140** | **2.8a.(12)** | SHOPP-PS&E | 60 | 4704 | Los Angeles | Caltrans | - | 20 months | 20 months | In October 2018, the Department discovered that a higher-level environmental document was necessary due to the retrofit work on Gaffey Street Bridge, a classified historic bridge. The Department considered downscoping the project to eliminate work on the bridge, but the development team determined the retrofit was necessary. In addition, the Department must obtain a railroad agreement in order to complete PA&ED. The environmental document will be completed in September 2020, delaying PS&E until February 2021. |
| **140** | **2.8a.(12)** | SHOPP-Right of Way Support | 61 | 4704 | Los Angeles | Caltrans | - | 20 months | 20 months | In October 2018, the Department discovered that a higher-level environmental document was necessary due to the retrofit work on Gaffey Street Bridge, a classified historic bridge. The Department considered downscoping the project to eliminate work on the bridge, but the development team determined the retrofit was necessary. In addition, the Department must obtain a railroad agreement in order to complete PA&ED. The environmental document will be completed in September 2020, delaying RW Support until February 2021. |
| **140** | **2.8a.(12)** | SHOPP-Construction and Construction Support | 62 | 5287 | Los Angeles | Caltrans | - | 12 months | 12 months | In April 2019, district Project Management met with the Division of Procurement and Contracts (DPAC) to discuss delivery of this project by service contract. Due to the nature of the work, all work needs to be done during dry months, and additional time is needed to finalize the scope, develop specifications, and secure the service contract, delaying construction and construction support until June 2020. |
| **140** | **2.8a.(12)** | SHOPP-Right of Way Support | 63 | 5287 | Los Angeles | Caltrans | - | 4 months | 4 months | In April 2019, district Project Management met with the Division of Procurement and Contracts (DPAC) to discuss delivery of this project by service contract. Due to the nature of the work, all work needs to be done during dry months, and additional time is needed to finalize the scope, develop specifications, and secure the service contract, delaying RW Support until October 2019. |
| **140** | **2.8a.(12)** | SHOPP-Construction and Construction Support | 64 | 5379 | Los Angeles | Caltrans | - | 6 months | 6 months | In May 2019, it was determined that more time would be needed to complete development of the service contract with the Division of Procurement and Contracts (DPAC). This is atypical work for the Department, and more time is needed to develop the scope and specifications. DPAC has assigned a service contract analyst to help expedite the contract. This will delay construction and construction support until December 2019. |
| **140** | **2.8a.(12)** | SHOPP-Right of Way Support | 65 | 5004 | Los Angeles | Caltrans | - | 12 months | 12 months | In late 2018, it was realized that negotiations were taking longer than anticipated to gain access rights with Union Pacific Railroad, Port of Long Beach, and Ultramar Oil Refinery. Design support is expediting the necessary R/W information, but RW Support will be delayed until June 2020. |
| **140** | **2.8a.(12)** | SHOPP-PS&E | 66 | 5083 | Los Angeles | Caltrans | - | 20 months | 20 months | In August 2018, the Department realized that the completion of PA&ED was going to take longer than originally planned. More time would be needed to complete a Value Engineering study, evaluate project alternatives, and complete a higher level environmental document, including presenting the project to the State Historic Preservation Officer (SHPO) for approval. PA&ED completion is scheduled for May 2021. This will delay PS&E until February 2021. |

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|---|---|---|---|---|---|---|---|---|---|---|
| 140 | 2.8a.(12) | SHOPP-Right of Way Support | 67 | 5083 | Los Angeles | Caltrans | - | 20 months | 20 months | In August 2018, the Department realized that the completion of PA&ED was going to take longer than originally planned. More time would be needed to complete a Value Engineering study, evaluate project alternatives, and complete a higher level environmental document, including presenting the project to the State Historic Preservation Officer (SHPO) for approval. PA&ED completion is scheduled for May 2021. This will delay RW Support until February 2021. |
| 140 | 2.8a.(12) | SHOPP-PS&E | 68 | 4930 | Ventura | Caltrans | - | 4 months | 4 months | In December 2018, it was discovered that geotechnical investigations and drilling were taking longer than expected due to difficult subsurface conditions and traffic constraints. Additionally, comments and comment resolution on the environmental document took longer than expected. The department is closely monitoring the completion of PA&ED. This will delay PS&E until October 2019. |
| 140 | 2.8a.(12) | SHOPP-Right of Way Support | 69 | 4930 | Ventura | Caltrans | - | 4 months | 4 months | In December 2018, it was discovered that geotechnical investigations and drilling were taking longer than expected due to difficult subsurface conditions and traffic constraints. Additionally, comments and comment resolution on the environmental document took longer than expected. The department is closely monitoring the completion of PA&ED. This will delay RW Support until October 2019. |
| 140 | 2.8a.(12) | SHOPP-PS&E | 70 | 4972 | Ventura | Caltrans | - | 4 months | 4 months | In January 2019, while the scope was being refined, it was determined that the bridge columns will need to be retrofitted, and the updated design and planning is taking longer than originally anticipated. PA&ED is expected to complete by July 2019, delaying PS&E until October 2019. |
| 140 | 2.8a.(12) | SHOPP-Right of Way Support | 71 | 4972 | Ventura | Caltrans | - | 4 months | 4 months | In January 2019, while the scope was being refined, it was determined that the bridge columns will need to be retrofitted, and the updated design and planning is taking longer than originally anticipated. PA&ED is expected to complete by July 2019, delaying RW Support until October 2019. |
| 140 | 2.8a.(12) | SHOPP-Construction and Construction Support | 72 | 4496 | Ventura | Caltrans | - | 6 months | 6 months | In March 2018, San Antonio Creek was newly identified as a priority fish passage location for remediation. As a result, the project has been re- designed multiple times to meet fish passage requirements. The current design is still under discussion with California Department of Fish and Wildlife (CDFW). It is anticipated that CDFW will issue a permit by the end of August 2019. This will delay construction and construction support until December 2019. |
| 140 | 2.8a.(12) | SHOPP-PS&E | 73 | 5082 | Ventura | Caltrans | - | 6 months | 6 months | In April 2019, it was determined that if this project were to be combined with Project EA 33900, more guardrail locations can be upgraded. PA&ED is scheduled to be completed by September 2019, delaying PS&E until December 2019, delaying PS&E until December 2019. |
| 140 | 2.8a.(12) | SHOPP-PS&E | 74 | 4746 | Ventura | Caltrans | - | 9 months | 9 months | In April 2019, the Department discovered that surveys were taking longer than expected. Boundary surveys are needed for 61 parcels and 60 Temporary Construction Easements (TCEs) on a route where historic records are not readily available. PA&ED is expected to complete in March 2020, delaying PS&E until March 2020. |
| 140 | 2.8a.(12) | SHOPP-Right of Way Support | 75 | 4746 | Ventura | Caltrans | - | 9 months | 9 months | In April 2019, the Department discovered that surveys were taking longer than expected. Boundary surveys are needed for 61 parcels and 60 Temporary Construction Easements (TCEs) on a route where historic records are not readily available. PA&ED is expected to complete in March 2020, delaying RW Support until March 2020. |
| 140 | 2.8a.(12) | SHOPP-Construction and Construction Support | 76 | 3001P | San Bernardino | Caltrans | - | 4 months | 4 months | In May 2019, the State Fire Marshall provided comments on the fire sprinkler canopy design. The Department plans to re-submit plans in mid-July to obtain State Fire Marshall approval in time for submission for the October 2019 CTC meeting. |
| 140 | 2.8a.(12) | SHOPP-Construction and Construction Support | 77 | 3198 | San Joaquin | Caltrans | - | 6 months | 6 months | In July 2018, it was determined delays in United Pacific Railroad (UPRR) response could affect project completion. Coordination efforts are ongoing to seek approval from UPRR of proposed work. Delays in UPRR response, due to massive layoffs and staff changes, have resulted in late receipt of UPRR comments in February 2019. New requirements now require the Department to submit 30%, 60%, and 90% design review. Each design review could take up to four weeks each, totaling three months, therefore the earliest request for allocation would be December 2019 CTC meeting. |
| 140 | 2.8a.(12) | SHOPP-Construction and Construction Support | 78 | 3145 | San Joaquin | Caltrans | - | 12 months | 12 months | In June 2019, the Department was notified that a four inch transmission high pressure gas line is active and not abandoned as previously reported by PG&E. Additional time is needed to allow PG&E to prepare relocation plans and remove the gas line from the bridge structure. This will delay construction and construction support until June 2020. |

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|---|---|---|---|---|---|---|---|---|---|---|
| 140 | 2.8a.(12) | SHOPP-Construction and Construction Support | 79 | 3009 | Stanislaus | Caltrans | - | 4 months | 4 months | It is necessary for project 10-1G722 to be completed before 10-0W630 can begin. The requested time extension is required to complete 10-1G722 and provide the power for 10-0W630. The anticipated completion of 10-1G722 is Winter 2019-20. This will delay construction and construction support until October 2019. |
| 140 | 2.8a.(12) | SHOPP-PS&E | 80 | 3286 | Stanislaus | Caltrans | - | 4 months | 4 months | In July 2018, design staff determined that Bluetooth based technology systems for travel information are unreliable based on newly conducted studies. Because of these findings the scope of work has changed to install traditional Transportation Management Systems (TMS) elements. Due to this change in scope, additional time is being requested to complete environmental clearance, delaying PS&E until October 2019. |
| 140 | 2.8a.(12) | SHOPP-Right of Way Support | 81 | 3286 | Stanislaus | Caltrans | - | 4 months | 4 months | In July 2018, design staff determined that Bluetooth based technology systems for travel information are unreliable based on newly conducted studies. Because of these findings the scope of work has changed to install traditional Transportation Management Systems (TMS) elements. Due to this change in scope, additional time is being requested to complete environmental clearance, delaying RW Support until October 2019. |
| 140 | 2.8a.(12) | SHOPP-PS&E | 82 | 1265 | San Diego | Caltrans | - | 9 months | 9 months | In February 2019, the Department realized that the Coastal Commission review process is requiring more time to obtain approval. State Parks and Camp Pendleton Marine base also needed additional time for their review prior to Coastal Commission review. The approved permit and PA&ED completion is anticipated by October 31, 2019, delaying PS&E until March 2020. |
| 140 | 2.8a.(12) | SHOPP-PS&E | 83 | 1194 | San Diego | Caltrans | - | 4 months | 4 months | In January 2019, the Department realized that the extensive coordination with Native American tribes is taking longer than anticipated. The Department has notified the tribe that access to tribal lands is necessary to obtain environmental certification and keep the project on schedule. Consultants have been added to expedite PA&ED, but PS&E will be delayed until October 2019. |
| 140 | 2.8a.(12) | SHOPP-Right of Way Support | 84 | 1194 | San Diego | Caltrans | - | 4 months | 4 months | In January 2019, the Department realized that the extensive coordination with Native American tribes is taking longer than anticipated. The Department has notified the tribe that access to tribal lands is necessary to obtain environmental certification and keep the project on schedule. Consultants have been added to expedite PA&ED, but RW Support will be delayed until October 2019. |
| 140 | 2.8a.(12) | SHOPP-Construction and Construction Support | 85 | 2400 | Humboldt | Caltrans | - | 2 months | 2 months | Project is on schedule to complete RTL by the end of the Fiscal Year and will request allocation at the August Commission meeting. |
| 140 | 2.8a.(12) | SHOPP-Construction and Construction Support | 86 | 2380 | Humboldt | Caltrans | - | 2 months | 2 months | Project is on schedule to complete RTL by the end of the Fiscal Year and will request allocation at the August Commission meeting. |
| 140 | 2.8a.(12) | SHOPP-Construction and Construction Support | 87 | 2393 | Humboldt | Caltrans | - | 2 months | 2 months | Project is on schedule to complete RTL by the end of the Fiscal Year and will request allocation at the August Commission meeting. |
| 140 | 2.8a.(12) | SHOPP-Construction and Construction Support | 88 | 2447 | Humboldt | Caltrans | - | 2 months | 2 months | Project is on schedule to complete RTL by the end of the Fiscal Year and will request allocation at the August Commission meeting. |
| 140 | 2.8a.(12) | SHOPP-Construction and Construction Support | 89 | 7018 | Lake | Caltrans | - | 2 months | 2 months | Project is on schedule to complete RTL by the end of the Fiscal Year and will request allocation at the August Commission meeting. |
| 140 | 2.8a.(12) | SHOPP-Construction and Construction Support | 90 | 0154T | Mendocino | Caltrans | - | 2 months | 2 months | Project is on schedule to complete RTL by the end of the Fiscal Year and will request allocation at the August Commission meeting. |
| 140 | 2.8a.(12) | SHOPP-Construction and Construction Support | 91 | 4613 | Mendocino | Caltrans | - | 2 months | 2 months | Project is on schedule to complete RTL by the end of the Fiscal Year and will request allocation at the August Commission meeting. |
| 140 | 2.8a.(12) | SHOPP-Construction and Construction Support | 92 | 4442 | Mendocino | Caltrans | - | 2 months | 2 months | Project is on schedule to complete RTL by the end of the Fiscal Year and will request allocation at the August Commission meeting. |
| 140 | 2.8a.(12) | SHOPP-Construction and Construction Support | 93 | 4652 | Mendocino | Caltrans | - | 2 months | 2 months | Project is on schedule to complete RTL by the end of the Fiscal Year and will request allocation at the August Commission meeting. |
| 140 | 2.8a.(12) | SHOPP-Construction and Construction Support | 94 | 3600 | Lassen | Caltrans | - | 2 months | 2 months | Project is on schedule to complete RTL by the end of the Fiscal Year and will request allocation at the August Commission meeting. |
| 140 | 2.8a.(12) | SHOPP-Construction and Construction Support | 95 | 3555 | Trinity | Caltrans | - | 2 months | 2 months | Project is on schedule to complete RTL by the end of the Fiscal Year and will request allocation at the August Commission meeting. |
| 140 | 2.8a.(12) | SHOPP-Construction and Construction Support | 96 | 4287 | Nevada | Caltrans | - | 2 months | 2 months | Project is on schedule to complete RTL by the end of the Fiscal Year and will request allocation at the August Commission meeting. |
| 140 | 2.8a.(12) | SHOPP-Construction and Construction Support | 97 | 8668 | Yolo | Caltrans | - | 2 months | 2 months | Project is on schedule to complete RTL by the end of the Fiscal Year and will request allocation at the August Commission meeting. |
| 140 | 2.8a.(12) | SHOPP-Construction and Construction Support | 98 | 0144A | Alameda | Caltrans | - | 2 months | 2 months | Project is on schedule to complete RTL by the end of the Fiscal Year and will request allocation at the August Commission meeting. |
| 140 | 2.8a.(12) | SHOPP-Construction and Construction Support | 99 | 1487Q | Alameda | Caltrans | - | 2 months | 2 months | Project is on schedule to complete RTL by the end of the Fiscal Year and will request allocation at the August Commission meeting. |

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|---|---|---|---|---|---|---|---|---|---|---|
| 140 | 2.8a.(12) | SHOPP-Construction and Construction Support | 100 | 0448R | Alameda | Caltrans | - | 2 months | 2 months | Project is on schedule to complete RTL by the end of the Fiscal Year and will request allocation at the August Commission meeting. |
| 140 | 2.8a.(12) | SHOPP-Construction and Construction Support | 101 | 1487P | Alameda | Caltrans | - | 2 months | 2 months | Project is on schedule to complete RTL by the end of the Fiscal Year and will request allocation at the August Commission meeting. |
| 140 | 2.8a.(12) | SHOPP-Construction and Construction Support | 102 | 1483N | Alameda | Caltrans | - | 2 months | 2 months | Project is on schedule to complete RTL by the end of the Fiscal Year and will request allocation at the August Commission meeting. |
| 140 | 2.8a.(12) | SHOPP-Construction and Construction Support | 103 | 1418C | Contra Costa | Caltrans | - | 2 months | 2 months | Project is on schedule to complete RTL by the end of the Fiscal Year and will request allocation at the August Commission meeting. |
| 140 | 2.8a.(12) | SHOPP-Construction and Construction Support | 104 | 0434H | Marin | Caltrans | - | 2 months | 2 months | Project is on schedule to complete RTL by the end of the Fiscal Year and will request allocation at the August Commission meeting. |
| 140 | 2.8a.(12) | SHOPP-Construction and Construction Support | 105 | 0587M | Napa | Caltrans | - | 2 months | 2 months | Project is on schedule to complete RTL by the end of the Fiscal Year and will request allocation at the August Commission meeting. |
| 140 | 2.8a.(12) | SHOPP-Construction and Construction Support | 106 | 1490A | San Francisco | Caltrans | - | 2 months | 2 months | Project is on schedule to complete RTL by the end of the Fiscal Year and will request allocation at the August Commission meeting. |
| 140 | 2.8a.(12) | SHOPP-Construction and Construction Support | 107 | 0587D | San Francisco | Caltrans | - | 2 months | 2 months | Project is on schedule to complete RTL by the end of the Fiscal Year and will request allocation at the August Commission meeting. |
| 140 | 2.8a.(12) | SHOPP-Construction and Construction Support | 108 | 0434G | Santa Clara | Caltrans | - | 2 months | 2 months | Project is on schedule to complete RTL by the end of the Fiscal Year and will request allocation at the August Commission meeting. |
| 140 | 2.8a.(12) | SHOPP-Construction and Construction Support | 109 | 0480E | Sonoma | Caltrans | - | 2 months | 2 months | Project is on schedule to complete RTL by the end of the Fiscal Year and will request allocation at the August Commission meeting. |
| 140 | 2.8a.(12) | SHOPP-Construction and Construction Support | 110 | 0763L | Sonoma | Caltrans | - | 2 months | 2 months | Project is on schedule to complete RTL by the end of the Fiscal Year and will request allocation at the August Commission meeting. |
| 140 | 2.8a.(12) | SHOPP-Construction and Construction Support | 111 | 2595 | Monterey | Caltrans | - | 2 months | 2 months | Project is on schedule to complete RTL by the end of the Fiscal Year and will request allocation at the August Commission meeting. |
| 140 | 2.8a.(12) | SHOPP-Construction and Construction Support | 112 | 2532 | San Luis Obispo | Caltrans | - | 2 months | 2 months | Project is on schedule to complete RTL by the end of the Fiscal Year and will request allocation at the August Commission meeting. |
| 140 | 2.8a.(12) | SHOPP-Construction and Construction Support | 113 | 0040C | San Luis Obispo | Caltrans | - | 2 months | 2 months | Project is on schedule to complete RTL by the end of the Fiscal Year and will request allocation at the August Commission meeting. |
| 140 | 2.8a.(12) | SHOPP-Construction and Construction Support | 114 | 2594 | Santa Barbara | Caltrans | - | 2 months | 2 months | Project is on schedule to complete RTL by the end of the Fiscal Year and will request allocation at the August Commission meeting. |
| 140 | 2.8a.(12) | SHOPP-Construction and Construction Support | 115 | 4632 | Los Angeles | Caltrans | - | 2 months | 2 months | Project is on schedule to complete RTL by the end of the Fiscal Year and will request allocation at the August Commission meeting. |
| 140 | 2.8a.(12) | SHOPP-Construction and Construction Support | 116 | 4722 | Los Angeles | Caltrans | - | 2 months | 2 months | Project is on schedule to complete RTL by the end of the Fiscal Year and will request allocation at the August Commission meeting. |
| 140 | 2.8a.(12) | SHOPP-Construction and Construction Support | 117 | 4716 | Los Angeles | Caltrans | - | 2 months | 2 months | Project is on schedule to complete RTL by the end of the Fiscal Year and will request allocation at the August Commission meeting. |
| 140 | 2.8a.(12) | SHOPP-Construction and Construction Support | 118 | 4718 | Los Angeles | Caltrans | - | 2 months | 2 months | Project is on schedule to complete RTL by the end of the Fiscal Year and will request allocation at the August Commission meeting. |
| 140 | 2.8a.(12) | SHOPP-Construction and Construction Support | 119 | 4744 | Los Angeles | Caltrans | - | 2 months | 2 months | Project is on schedule to complete RTL by the end of the Fiscal Year and will request allocation at the August Commission meeting. |
| 140 | 2.8a.(12) | SHOPP-Construction and Construction Support | 120 | 4814 | Los Angeles | Caltrans | - | 2 months | 2 months | Project is on schedule to complete RTL by the end of the Fiscal Year and will request allocation at the August Commission meeting. |
| 140 | 2.8a.(12) | SHOPP-Construction and Construction Support | 121 | 4709 | Los Angeles | Caltrans | - | 2 months | 2 months | Project is on schedule to complete RTL by the end of the Fiscal Year and will request allocation at the August Commission meeting. |
| 140 | 2.8a.(12) | SHOPP-Construction and Construction Support | 122 | 4915 | Los Angeles | Caltrans | - | 2 months | 2 months | Project is on schedule to complete RTL by the end of the Fiscal Year and will request allocation at the August Commission meeting. |
| 140 | 2.8a.(12) | SHOPP-Construction and Construction Support | 123 | 4818 | Los Angeles | Caltrans | - | 2 months | 2 months | Project is on schedule to complete RTL by the end of the Fiscal Year and will request allocation at the August Commission meeting. |
| 140 | 2.8a.(12) | SHOPP-Construction and Construction Support | 124 | 4749 | Los Angeles | Caltrans | - | 2 months | 2 months | Project is on schedule to complete RTL by the end of the Fiscal Year and will request allocation at the August Commission meeting. |
| 140 | 2.8a.(12) | SHOPP-Construction and Construction Support | 125 | 4830 | Los Angeles | Caltrans | - | 2 months | 2 months | Project is on schedule to complete RTL by the end of the Fiscal Year and will request allocation at the August Commission meeting. |
| 140 | 2.8a.(12) | SHOPP-Construction and Construction Support | 126 | 4817 | Los Angeles | Caltrans | - | 2 months | 2 months | Project is on schedule to complete RTL by the end of the Fiscal Year and will request allocation at the August Commission meeting. |
| 140 | 2.8a.(12) | SHOPP-Construction and Construction Support | 127 | 3884 | Los Angeles | Caltrans | - | 2 months | 2 months | Project is on schedule to complete RTL by the end of the Fiscal Year and will request allocation at the August Commission meeting. |
| 140 | 2.8a.(12) | SHOPP-Construction and Construction Support | 128 | 4801 | Los Angeles | Caltrans | - | 2 months | 2 months | Project is on schedule to complete RTL by the end of the Fiscal Year and will request allocation at the August Commission meeting. |
| 140 | 2.8a.(12) | SHOPP-Construction and Construction Support | 129 | 4743 | Los Angeles | Caltrans | - | 2 months | 2 months | Project is on schedule to complete RTL by the end of the Fiscal Year and will request allocation at the August Commission meeting. |
| 140 | 2.8a.(12) | SHOPP-Construction and Construction Support | 130 | 4713 | Los Angeles | Caltrans | - | 2 months | 2 months | Project is on schedule to complete RTL by the end of the Fiscal Year and will request allocation at the August Commission meeting. |
| 140 | 2.8a.(12) | SHOPP-Construction and Construction Support | 131 | 4845 | Los Angeles | Caltrans | - | 2 months | 2 months | Project is on schedule to complete RTL by the end of the Fiscal Year and will request allocation at the August Commission meeting. |

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|---|---|---|---|---|---|---|---|---|---|---|
| 140 | 2.8a.(12) | SHOPP-Construction and Construction Support | 132 | 4688 | Ventura | Caltrans | - | 2 months | 2 months | Project is on schedule to complete RTL by the end of the Fiscal Year and will request allocation at the August Commission meeting. |
| 140 | 2.8a.(12) | SHOPP-Construction and Construction Support | 133 | 3002F | Riverside | Caltrans | - | 2 months | 2 months | Project is on schedule to complete RTL by the end of the Fiscal Year and will request allocation at the August Commission meeting. |
| 140 | 2.8a.(12) | SHOPP-Construction and Construction Support | 134 | 3009A | San Bernardino | Caltrans | - | 2 months | 2 months | Project is on schedule to complete RTL by the end of the Fiscal Year and will request allocation at the August Commission meeting. |
| 140 | 2.8a.(12) | SHOPP-Construction and Construction Support | 135 | 3003T | San Bernardino | Caltrans | - | 2 months | 2 months | Project is on schedule to complete RTL by the end of the Fiscal Year and will request allocation at the August Commission meeting. |
| 140 | 2.8a.(12) | SHOPP-Construction and Construction Support | 136 | 3001R | San Bernardino | Caltrans | - | 2 months | 2 months | Project is on schedule to complete RTL by the end of the Fiscal Year and will request allocation at the August Commission meeting. |
| 140 | 2.8a.(12) | SHOPP-Construction and Construction Support | 137 | 5431 | Merced | Caltrans | - | 2 months | 2 months | Project is on schedule to complete RTL by the end of the Fiscal Year and will request allocation at the August Commission meeting. |
| 140 | 2.8a.(12) | SHOPP-Construction and Construction Support | 138 | 3147 | San Joaquin | Caltrans | - | 2 months | 2 months | Project is on schedule to complete RTL by the end of the Fiscal Year and will request allocation at the August Commission meeting. |
| 140 | 2.8a.(12) | SHOPP-Construction and Construction Support | 139 | 3125 | Stanislaus | Caltrans | - | 2 months | 2 months | Project is on schedule to complete RTL by the end of the Fiscal Year and will request allocation at the August Commission meeting. |
| 140 | 2.8a.(12) | SHOPP-Construction and Construction Support | 140 | 5411 | Stanislaus | Caltrans | - | 2 months | 2 months | Project is on schedule to complete RTL by the end of the Fiscal Year and will request allocation at the August Commission meeting. |
| 140 | 2.8a.(12) | SHOPP-Construction and Construction Support | 141 | 1165 | San Diego | Caltrans | - | 2 months | 2 months | Project is on schedule to complete RTL by the end of the Fiscal Year and will request allocation at the August Commission meeting. |
| 140 | 2.8a.(12) | SHOPP-Construction and Construction Support | 142 | 1085 | San Diego | Caltrans | - | 2 months | 2 months | Project is on schedule to complete RTL by the end of the Fiscal Year and will request allocation at the August Commission meeting. |
| 140 | 2.8a.(12) | SHOPP-Construction and Construction Support | 143 | 1263 | San Diego | Caltrans | - | 2 months | 2 months | Project is on schedule to complete RTL by the end of the Fiscal Year and will request allocation at the August Commission meeting. |
| 140 | 2.8a.(12) | SHOPP-Construction and Construction Support | 144 | 2527 | Orange | Caltrans | - | 2 months | 2 months | Project is on schedule to complete RTL by the end of the Fiscal Year and will request allocation at the August Commission meeting. |
| 140 | 2.8a.(12) | SHOPP-Construction and Construction Support | 145 | 2861F | Orange | Caltrans | - | 2 months | 2 months | Project is on schedule to complete RTL by the end of the Fiscal Year and will request allocation at the August Commission meeting. |
| 140 | 2.8a.(12) | SHOPP-Construction and Construction Support | 146 | 3167 | Orange | Caltrans | - | 2 months | 2 months | Project is on schedule to complete RTL by the end of the Fiscal Year and will request allocation at the August Commission meeting. |
| 140 | 2.8a.(12) | SHOPP-Construction and Construction Support | 147 | 4097C | Orange | Caltrans | - | 2 months | 2 months | Project is on schedule to complete RTL by the end of the Fiscal Year and will request allocation at the August Commission meeting. |
| 140 | 2.8a.(12) | SHOPP-Construction and Construction Support | 148 | 4609B | Orange | Caltrans | - | 2 months | 2 months | Project is on schedule to complete RTL by the end of the Fiscal Year and will request allocation at the August Commission meeting. |
| 140 | 2.8a.(12) | SHOPP-Construction and Construction Support | 149 | 4769 | Orange | Caltrans | - | 2 months | 2 months | Project is on schedule to complete RTL by the end of the Fiscal Year and will request allocation at the August Commission meeting. |
| 140 | 2.8a.(12) | SHOPP-Construction and Construction Support | 150 | 4795A | Orange | Caltrans | - | 2 months | 2 months | Project is on schedule to complete RTL by the end of the Fiscal Year and will request allocation at the August Commission meeting. |
| 140 | 2.8a.(12) | SHOPP-PS&E | 151 | 6250 | Sacramento | Caltrans | - | 2 months | 2 months | Project is on schedule to complete PA&ED by the end of the Fiscal Year and will request allocation at the August CTC meeting. |
| 140 | 2.8a.(12) | SHOPP-Right of Way Support | 152 | 6250 | Sacramento | Caltrans | - | 2 months | 2 months | Project is on schedule to complete PA&ED by the end of the Fiscal Year and will request allocation at the August CTC meeting. |
| 140 | 2.8a.(12) | SHOPP-PS&E | 153 | 1491A | Marin | Caltrans | - | 2 months | 2 months | Project is on schedule to complete PA&ED by the end of the Fiscal Year and will request allocation at the August CTC meeting. |
| 140 | 2.8a.(12) | SHOPP-Right of Way Support | 154 | 1491A | Marin | Caltrans | - | 2 months | 2 months | Project is on schedule to complete PA&ED by the end of the Fiscal Year and will request allocation at the August CTC meeting. |
| 140 | 2.8a.(12) | SHOPP-Right of Way Support | 155 | 0481R | Solano | Caltrans | - | 2 months | 2 months | Project is on schedule to complete PA&ED by the end of the Fiscal Year and will request allocation at the August CTC meeting. |
| 140 | 2.8a.(12) | SHOPP-PS&E | 156 | 4887 | Los Angeles | Caltrans | - | 2 months | 2 months | Project is on schedule to complete PA&ED by the end of the Fiscal Year and will request allocation at the August CTC meeting. |
| 140 | 2.8a.(12) | SHOPP-Right of Way Support | 157 | 4887 | Los Angeles | Caltrans | - | 2 months | 2 months | Project is on schedule to complete PA&ED by the end of the Fiscal Year and will request allocation at the August CTC meeting. |
| 140 | 2.8a.(12) | SHOPP-PS&E | 158 | 4979 | Los Angeles | Caltrans | - | 2 months | 2 months | Project is on schedule to complete PA&ED by the end of the Fiscal Year and will request allocation at the August CTC meeting. |
| 140 | 2.8a.(12) | SHOPP-Right of Way Support | 159 | 4979 | Los Angeles | Caltrans | - | 2 months | 2 months | Project is on schedule to complete PA&ED by the end of the Fiscal Year and will request allocation at the August CTC meeting. |
| 140 | 2.8a.(12) | SHOPP-Right of Way Support | 160 | 0280 | Mariposa | Caltrans | - | 2 months | 2 months | Project is on schedule to complete PA&ED by the end of the Fiscal Year and will request allocation at the August CTC meeting. |
| 140 | 2.8a.(12) | SHOPP-Right of Way Support | 161 | 1241 | San Diego | Caltrans | - | 2 months | 2 months | Project is on schedule to complete PA&ED by the end of the Fiscal Year and will request allocation at the August CTC meeting. |
| 140 | 2.8a.(12) | SHOPP-PS&E | 162 | 4532A | Orange | Caltrans | - | 2 months | 2 months | Project is on schedule to complete PA&ED by the end of the Fiscal Year and will request allocation at the August CTC meeting. |
| 141 | 2.8a.(1) | SHOPP-PA&ED | 1 | 1459C | Sonoma | Caltrans | - | 3 months | 4 months | Project start time has been delayed because the FTIP amendment is not anticipated to be approved until the end of June 2019. This will delay the start of the PA&ED phase until October 2019. |

| Agenda Item # | Ref # | Extension Type | Proj # | PPNO | County | Agency | Agency Request | Caltrans Extension Recommendation | CTC Staff Recommendation | Notes |
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| **142** | **2.8a.(2)** | Local Partnership Competitive Program - Allocation | 1 | 2320B | Alameda | Alameda-Contra Costa Transit District | 12 months | 12 months | 12 months | The agency requests a 12 month allocation extension for the Construction phase due to the proposed change from purchasing hybrid buses to zero emission buses. The agency requires additional time to complete the environmental phase of the project to add a full design to accommodate the fueling and maintenance needs of the anticipated fleet. The agency anticipates to request an allocation for Construction by June 30, 2020. |
| **143** | **2.8a.(3)** | Local Partnership Formulaic Program - Allocation | 1 | 1779 | Sacramento | City of Rancho Cordova | 12 months | 12 months | 12 months | The agency requests a 12 month allocation extension for the Construction phase due to unanticipated changes during the Plans, Specification and Estimates phase of the project. The agency secured additional funding to increase the scope and limits of the project, the schedule must be revised to account for the additional design and time required to acquire easements. The agency anticipates to request an allocation for construction by June 30, 2020. |
| ~~**143**~~ | ~~**2.8a.(3)**~~ | ~~Local Partnership Formulaic Program - Allocation~~ | ~~2~~ | ~~2321D~~ | ~~Contra Costa~~ | ~~City of Martinez~~ | ~~12 months~~ | ~~12 months~~ | ~~12 months~~ | ~~The agency requests a 12 month allocation extension for the Construction phase due to unanticipated changes during the design phase of the project which are 65% complete. The agency anticipates to request an allocation for construction by June 30, 2020.~~ |
| **143** | **2.8a.(3)** | Local Partnership Formulaic Program - Allocation | 3 | 2820 | Monterey | Transportation Agency for Monterey County | 12 months | 12 months | 12 months | The agency requests a 12 month allocation extension for the Project Approval & Environmental Document phase due to unanticipated delays in the coordination efforts of the environmental clearance. The agency anticipates to request an allocation for Project Approval & Environmental Document by June 30, 2020. |
| **143** | **2.8a.(3)** | Local Partnership Formulaic Program - Allocation | 4 | 6933 | Madera | Madera County | 12 months | 12 months | 12 months | The agency requests a 12 month allocation extension for the Construction phase due to unanticipated delays in completing the environmental phase of the project. The agency expects the environmental documents and right of way certification to be completed in March 2020 and April 2020, respectively. The agency anticipates to request an allocation for construction by June 30, 2020. |
| **143** | **2.8a.(3)** | Local Partnership Competitive Program - Allocation | 5 | 1244 | San Bernardino | City of Hesperia | 12 months | 12 months | 12 months | The agency requests a 12 month allocation extension for the Construction phase due to unanticipated delays in completing the environmental phase of the project. The agency anticipates to request an allocation for construction by June 30, 2020. |
| **143** | **2.8a.(3)** | Local Partnership Competitive Program - Allocation | 6 | 1247 | San Bernardino | City of Calimesa | 12 months | 12 months | 12 months | The agency requests a 12 month allocation extension for the Construction phase due to unanticipated delays in completing the design phase of the project. The agency anticipates to request an allocation for construction by June 30, 2020. |
| **144** | **2.8a.(4)** | Local Partnership Competitive Program - Allocation | 1 | 3336 | El Dorado | City of Placerville | 12 months | 12 months | 12 months | The agency requests a 12 month allocation extension for the Construction phase due to unanticipated delays in project deliverability and additional time needed to secure additional funding for match requirements. The agency anticipates to request an allocation for construction by June 30, 2020. |
| **144** | **2.8a.(4)** | Local Partnership Formulaic Program - Allocation | 2 | 3162 | San Joaquin | San Joaquin County Transportation Authority / Caltrans | 12 months | 12 months | 12 months | The agency requests a 12 month allocation extension for the Right-of-Way phase due to unanticipated delays in the completion of the environmental documents. The agency anticipates to request an allocation for right-of-way by June 30, 2020. |
| **144** | **2.8a.(4)** | Local Partnership Competitive Program - Allocation | 3 | 6968 | Madera | Madera County Transportation Authority | 12 months | 12 months | 12 months | The agency requests a 12 month allocation extension for the Construction phase due to unanticipated delays in completing the environmental phase of the project. The agency anticipates to request an allocation for construction by June 30, 2020. |
| **145** | **2.8a.(5)** | Trade Corridor Enhancement Program-Allocation Deadline Extension | 1 | T0004 | Alameda | City of Emeryville | 12 months | 12 months | 12 months | The City experienced a delay in the plans, specificiations, and estimates phase. finalizing a Perliminary Engineering Agreement with Union Pacific Rail Road (UPRR). The delay is due to UPRR requring a closure study to be completed before finaliaing the Perliminary Engineering Agreement with the City and UPRR staffing changes. |
| **146** | **2.8a.(8)** | STIP Local-Admin On-System - Allocation Deadline Extension | 1 | 4658 | Santa Cruz | Santa Cruz | 20 months | 20 months | 20 months | Project involves complicated right of way modifications, including those involving Department, city and privately-owned parcels. Discussions with owner have taken several years without an agreement. Santa Cruz has now authorized the use of eminent domain while negotiations continue. |
| **146** | **2.8a.(8)** | STIP Local-Admin On-System - Allocation Deadline Extension | 2 | 4071 | Los Angeles | Long Beach | 12 months | 12 months | 12 months | The Shoemaker Bridge Replacement is an Early Action project as part of the I-710 South Corridor project. Additional technical studies, evaluations and coordination efforts were needed following the public comment period. The extension will allow the city to resolve comments and prepare the final EIR. |

| Agenda Item # | Ref # | Extension Type | Proj # | PPNO | County | Agency | Agency Request | Caltrans Extension Recommendation | CTC Staff Recommendation | Notes |
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| **146** | **2.8a.(8)** | STIP Local-Admin On-System - Allocation Deadline Extension | 3 | 3067 | Calaveras | Calaveras County | 6 months | 6 months | 6 months | After several meetings between Department and County staff, it was decided in May 2019 that the County would continue to be the lead for right of way. The extension will allow the County to get approval of the cooperative agreement. Once it is executed, the County will submit a request for the right of way allocation. |
| ~~**146**~~ | ~~**2.8a.(8)**~~ | ~~STIP Local-Admin On-System - Allocation Deadline Extension~~ | ~~4~~ | ~~3162~~ | ~~San Joaquin~~ | ~~Caltrans~~ | ~~12 months~~ | ~~12 months~~ | ~~12 months~~ | ~~Environmental is nearly complete but a Freeway Agreement with the Department, Manteca and San Joaquin County to ensure compatibility with the ultimate build-out design will require additional time to develop, negotiate and obtain resolutions from the City Council and Board of Supervisors. Thus, Right of Way is delayed.~~ |
| **147** | **2.8a.(9)** | STIP Locally Administered - Allocation Deadline Extension | 1 | 4561 | Mendocino | Ukiah | 12 months | 12 months | 12 months | Ukiah Electric Department (EUD) is relocating overhead utilities into an underground conduit within the project limits. The City needs to coordinate the final layout, signal pole and curb ramp locations with EUD. The City anticipates completing design and Right of Way certification by April 2020 and allocating CON funds by June 2020. |
| **147** | **2.8a.(9)** | STIP Locally Administered - Allocation Deadline Extension | 2 | 2541 | Siskiyou | Weed | 12 months | 12 months | 12 months | As a direct result of delays in securing an environmental consultant, the City needed additional time to complete environmental and begin the PS&E phase. The City anticipates completion of final design and RW certification by March 2020 and expects to request allocation of construction by June 2020. |
| **147** | **2.8a.(9)** | STIP Locally Administered - Allocation Deadline Extension | 3 | 2557 | Siskiyou | Fort Jones | 2 months | 2 months | 2 months | The Town experienced a delay in finalizing the environmental document , however, the environmental was submitted to the clerk's office in late May 2019 and is in circulation. The Town is requesting a two-month extension to finalize the environmental document and request PS&E allocation by August 2019. |
| **147** | **2.8a.(9)** | STIP Locally Administered - Allocation Deadline Extension | 4 | 1189 | Riverside | Riverside County | 4 months | 4 months | 4 months | To avoid sensitive Mesquite habitat, the proposed alignment of 66th Avenue was shifted north. The late change in alignment delayed completion of design. The County is asking for additional time to complete final design, acquire RW and request CON allocation. |
| **148** | **2.8a.(13)** | STIP Locally Administered - Allocation Deadline Extension | 1 | 1925 | Yolo | West Sacramento | 18 months | 18 months | 18 months | Project's location required Tribal consultation and an extended archeological study prior to obtaining NEPA clearance. The wet winter has delayed the additional archeological testing. Additionally, while conducting a subsurface investigation, unsuitable soil was discovered which required additional field investigation, material sampling, and a change in design assumptions. The wet weather has also delayed field inspections and sampling processes. The NEPA document is anticipated to be completed by December 2019. The City anticipates RW certification in October 2020 and plans to request CON allocation in December 2020. |
| **149** | **2.8a.(11)** | STIP Local-Admin Rail - Allocation Deadline Extension | 1 | 2195 | San Luis Obispo | LOSSAN | 20 months | 20 months | **DENY - Reprogram in 2020 STIP** | Programmed both PA&ED and PS&E in 18-19. The $3.5 million for PA&ED is not an indication that a Categorical Exemption was anticipated as stated in the explanation for delay. Recommend lapse, and properly reprogram PS&E in 2020 STIP. |
| **150** | **2.8a.(10)** | Active Transportation Program - Project Allocation Deadline | 1 | 2441A | Humboldt | City of Fortuna | 6 months | 6 months | 6 months | The City experienced unexpected delays during the Right of Way phase when it was discovered that 17 Permits to Enter were needed in order to blend improvements into existing improvements and topography. The City anticipates requesting CON by December 31, 2019. |
| **150** | **2.8a.(10)** | Active Transportation Program - Project Allocation Deadline | 2 | 2442A | Humboldt | City of Trinidad | 12 months | 12 months | 12 months | The City experienced unexpected delays in the environmental phase due to severe storms in 2016 and 2017 that led to state and federally declared disaster area. The City received a previous time extension for PS&E and RW phases. However, new cultural concerns were raised and the City could not finalize CEQA documents until they were addressed. The City anticipates requesting CON by June 30, 2020. |
| **150** | **2.8a.(10)** | Active Transportation Program - Project Allocation Deadline | 3 | 2445A | Humboldt | County of Humboldt | 12 months | 12 months | 12 months | The County experienced unexpected delays in the environmental phase and received time extensions for PS&E and RW phases in May 2018. The issues have been resolved, however the delay continues to impact the delivery schedule. The County anticipates requesting CON by June 30, 2020. |
| **150** | **2.8a.(10)** | Active Transportation Program - Project Allocation Deadline | 4 | 2445B | Humboldt | County of Humboldt | 12 months | 12 months | 12 months | The County experienced unexpected delays in the environmental phase and received time extensions for PS&E and RW phases in May 2018. The issues have been resolved, however the delay continues to impact the delivery schedule. The County anticipates requesting CON NI by June 30, 2020. |

| Agenda Item # | Ref # | Extension Type | Proj # | PPNO | County | Agency | Agency Request | Caltrans Extension Recommendation | CTC Staff Recommendation | Notes |
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| **150** | **2.8a.(10)** | Active Transportation Program - Project Allocation Deadline | 5 | 2505A | Humboldt | City of Blue Lake | 12 months | 12 months | **16 months** | The City experienced unexpected delays during the PA&ED phase. The City received the PA&ED allocation in April 2018, however, the City had to renew a contract with the engineering consultant which was finalized in August 2018. In addition, there have been delays in obtaining the RW necessary for the project and the agreement between the North Coast Rail Authority and the City must be approved by the Commission and is on the June agenda. The City anticipates requesting CON by October 31, 2020. |
| **150** | **2.8a.(10)** | Active Transportation Program - Project Allocation Deadline | 6 | 2505B | Humboldt | City of Blue Lake | 12 months | 12 months | **16 months** | The City experienced unexpected delays during the PA&ED phase. he City received the PA&ED allocation in April 2018, however, the City had to renew a contract with the engineering consultant which was finalized in August 2018. In addition, there have been delays in obtaining the RW necessary for the project and the agreement between the North Coast Rail Authority and the City must be approved by the Commission and is on the June agenda. The City anticipates requesting CON NI by October 31, 2020. |
| **150** | **2.8a.(10)** | Active Transportation Program - Project Allocation Deadline | 7 | 3110 | Lake | Lake County | 12 months | 12 months | 12 months | The County experienced delays during the environmental phase of the project. A field review determined that the County needed to do an Archeological Survey Report and a Natural Environment Study for CEQA clearance. The County received previous time extensions for PS&E and RW. The County anticipates requesting CON by June 30, 2020. |
| **150** | **2.8a.(10)** | Active Transportation Program - Project Allocation Deadline | 8 | 4632 | Mendocino | Mendocino Council of Governments | 20 months | 20 months | 20 months | Mendocino Council of Governments (MCOG) experienced unexpected delays in obtaining RW certification. An adjacent project (PPNO 4634), to be delivered under the same contract as this project, received a time extension for the PS&E phase because five out of six parcels needed for RW are under the jurisdiction of the Bureau of Indian Affairs. In addition, a lawsuit filed by the non-tribal owner and delays with the utility relocation process due to PG&E's current legal issues have caused further delay. MCOG anticipates requesting CON by February 28, 2021. |
| **150** | **2.8a.(10)** | Active Transportation Program - Project Allocation Deadline | 9 | 4634 | Mendocino | Mendocino Council of Governments | 20 months | 20 months | 20 months | Mendocino Council of Governments (MCOG) experienced unexpected delays in obtaining RW certification. MCOG received a previous time extension for the PS&E phase because five out of six parcels needed for RW are under the jurisdiction of the Bureau of Indian Affairs. In addition, a lawsuit filed by the non-tribal owner and delays with the utility relocation process due to PG&E's current legal issues have caused further delay. An adjacent project (PPNO 4632) will be delivered under the same contract as this project. MCOG anticipates requesting CON by February 28, 2021. |
| **150** | **2.8a.(10)** | Active Transportation Program - Project Allocation Deadline | 10 | 1528 | Placer | County of Placer | 3 months | 3 months | 3 months | The County experienced unexpected delays in the PS&E phase and received a previous time extension for three months. The schedule is still impacted by the previous delays. The County anticipates requesting CON allocation by September 30, 2019. |
| **150** | **2.8a.(10)** | Active Transportation Program - Project Allocation Deadline | 11 | 1685 | Sacramento | City of Sacramento | 20 months | 20 months | 20 months | The City experienced unexpected delays in the RW phase. The City's acquisition of three parcels has been underway since October 2018. The City has worked with the owners, however, efforts to obtain a timeline and continue negotiations has been unsuccessful. The City is preparing to start Eminent Domain processes and will continue to work with the property owners. The City anticipates requesting CON by February 28, 2021. |
| **150** | **2.8a.(10)** | Active Transportation Program - Project Allocation Deadline | 12 | 1689 | Sacramento | City of Sacramento | 20 months | 20 months | 20 months | The City experienced unexpected legal delays due to a local railroad preservation group filing a lawsuit challenging the Department's and State Historic Preservation Office's CEQA findings. The City anticipates requesting PS&E by February 28, 2021. |
| **150** | **2.8a.(10)** | Active Transportation Program - Project Allocation Deadline | 13 | 1693A | Sacramento | City of Citrus Heights | 6 months | 6 months | 6 months | The City experienced unexpected delays in the adoption of the environmental documents. The Federal Emergency Management Agency (FEMA) requested data as part of the environmental review, which the City submitted, but FEMA has not responded. In addition, other studies are required but were not anticipated. The City anticipates completing CEQA and NEPA by September 2019, and requesting PS&E by December 31, 2019. |
| **150** | **2.8a.(10)** | Active Transportation Program - Project Allocation Deadline | 14 | 1693A | Sacramento | City of Citrus Heights | 6 months | 6 months | 6 months | The City experienced unexpected delays in the adoption of the environmental documents. The Federal Emergency Management Agency (FEMA) requested data as part of the environmental review, which the City submitted, but FEMA has not responded. In addition, other studies are required but were not anticipated. The City anticipates completing CEQA and NEPA by September 2019, and requesting RW by December 31, 2019. |

| Agenda Item # | Ref # | Extension Type | Proj # | PPNO | County | Agency | Agency Request | Caltrans Extension Recommendation | CTC Staff Recommendation | Notes |
|---|---|---|---|---|---|---|---|---|---|---|
| **150** | **2.8a.(10)** | Active Transportation Program - Project Allocation Deadline | 15 | 1768 | Sacramento | City of Sacramento | 20 months | 20 months | 20 months | The City experienced unexpected delays during the environmental phase. The City needs concept approval from the the United States Army Corps of Engineers (USACE), but due to natural disasters, USACE has been delayed by six months. Additionally, the City experienced controversy over the trail design, and is working to alleviate the public concern. Final design and RW certification will be completed by September 2020. The City anticipates requesting CON by February 28, 2021. |
| **150** | **2.8a.(10)** | Active Transportation Program - Project Allocation Deadline | 16 | 1771 | Sacramento | City of Sacramento | 20 months | 20 months | 20 months | The City experienced delays in the RW phase due to coordination between 6 utility companies and delays in property acquisition from 3 owners. One property owner is delaying neotiations and the City is starting the Eminent Domain process, another is abroad and the paperwork takes longer to execute, and the third requires that part of a wall on the property be relocated. The City anticipates requesting CON by February 28, 2021. |
| **150** | **2.8a.(10)** | Active Transportation Program - Project Allocation Deadline | 17 | 2140W | San Mateo | City of Daly City | 12 months | 12 months | 12 months | The City experienced unexpected delays in the permitting process due to multiple reviews. In addition, the County of San Mateo is working with the Department to execute a new project specific maintenance agreement. The City has submitted a design standard exemption request and is awaiting approval. The City anticipates requesting CON by June 30, 2020. |
| **150** | **2.8a.(10)** | Active Transportation Program - Project Allocation Deadline | 18 | 2693 | Monterey | City of Salinas | 12 months | 12 months | 12 months | The City experienced unexpected delays during the RW phase of the project due to two pending property acquisitions and delays from utility companies. The City is waiting on Alco Water to provide clearance requirements and receive relocation plans for the gas line from PG&E. The City anticipates requesting CON by June 30, 2020. |
| **150** | **2.8a.(10)** | Active Transportation Program - Project Allocation Deadline | 19 | 2771 | Santa Barbara | City of Santa Barbara | 12 months | 12 months | 12 months | The City experienced unexpected delays during the design and environmental phases of the project. The City plans to submit a design review application, followed by additional community outreach, and completing the environmental document by May 2020. The City anticipates requesting PS&E by June 30, 2020. |
| **150** | **2.8a.(10)** | Active Transportation Program - Project Allocation Deadline | 20 | 2805 | Santa Barbara | City of Guadalupe | 6 months | 6 months | 6 months | The City experienced unexpected delays during the preliminary design phase of the project due to changes required by updates to the Departments' Americans with Disability Act (ADA) design guidance. In addition, the City has started the scope change request process. The City anticipates requesting CON by December 31, 2019. |
| **150** | **2.8a.(10)** | Active Transportation Program - Project Allocation Deadline | 21 | 6723 | Tulare | City of Farmersville | 3 months | 3 months | 3 months | The City experienced unexpected delays during the RW phase of the project. One of the parcels had liens associated with the owner who filed bankruptcy during the acquisition process, which resulted in a lengthy legal process to acquire the RW. The City anticipates requesting CON by September 30, 2019. |
| **150** | **2.8a.(10)** | Active Transportation Program - Project Allocation Deadline | 22 | 6901 | Tulare | County of Tulare | 9 months | 9 months | 9 months | The County experienced unexpected delays during the design phase of the project. The County realized after the topographical survey that many more fences than originally anticipated would need to be relocated. The County is working with residents and community leaders who are supportive of the project, however, the County also became aware of drainage issues, which will be paid for with local funds. The County anticipates requesting CON allocation by March 31, 2020. |
| **150** | **2.8a.(10)** | Active Transportation Program - Project Allocation Deadline | 23 | 6911 | Fresno | City of Coalinga | 12 months | 12 months | **20 months** | The City experienced unexpected delays during the design phase of the project. The City submitted a scope change which must be modified to address the pre and post conditions. The project has been put on hold until the scope change is approved. The City anticipates requesting CON by February 28, 2021. |
| **150** | **2.8a.(10)** | Active Transportation Program - Project Allocation Deadline | 24 | 5103 | Los Angeles | County of Los Angeles | 18 months | 18 months | 18 months | The County experienced unexpected delays in the RW phase due to ADA requirements discovered during project design. The County must reevaluate and acquire RW which is unexpected because the project is in the County RW. The County anticipates requesting CON by December 31, 2020. |
| **150** | **2.8a.(10)** | Active Transportation Program - Project Allocation Deadline | 25 | 5105 | Los Angeles | City of Los Angeles | 12 months | 12 months | 12 months | The City experienced unexpected delays during the design phase of the project. The City must conduct additional public meetings to obtain feedback on alternate landscaping options so that the center islands can be fully travesable by larger vehicles such as emergency vehicles. The City anticipates requesting CON by June 30, 2020. |
| **150** | **2.8a.(10)** | Active Transportation Program - Project Allocation Deadline | 26 | 5108 | Los Angeles | County of Los Angeles | 18 months | 18 months | 18 months | The County experienced unexpected delays during the final design phase due to an onsite survey revealing excessive roadway degradation that the County intends to resurface prior to striping Class II and III bike lanes. The County anticipates requesting CON by December 31, 2020. |

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|---|---|---|---|---|---|---|---|---|---|---|
| 150 | 2.8a.(10) | Active Transportation Program - Project Allocation Deadline | 27 | 5110 | Los Angeles | County of Los Angeles | 18 months | 18 months | 18 months | The County received a previous time extension and is requesting additional time to survey the site, develop an alternate scope of work and finalize the project plans. In addition, the environmental permit may beed to be modified due to the scope change. The County anticipates requesting CON by December 31, 2020. |
| 150 | 2.8a.(10) | Active Transportation Program - Project Allocation Deadline | 28 | 5111 | Los Angeles | County of Los Angeles | 18 months | 18 months | 18 months | The City experienced unexpected delays during the design phase of the project due to community concerns raised at additional community meetings. The County anticipates requesting CON by December 31, 2020. |
| 150 | 2.8a.(10) | Active Transportation Program - Project Allocation Deadline | 29 | 5113 | Los Angeles | City of Pico Rivera | 20 months | 20 months | 20 months | The City experienced unexpected delays due to the Los Angeles County Department of Public Works informing the City that they could not build their pedestrian bridge at the originally approved location. This required a scope change that was approved in August 2018. The City anticipates requesting CON by February 28, 2021. |
| 150 | 2.8a.(10) | Active Transportation Program - Project Allocation Deadline | 30 | 5117 | Los Angeles | County of Los Angeles | 18 months | 18 months | 18 months | The County experienced unexpected delays due to community concerns which required a redesign. The County anticipates requesting CON by December 31, 2020. |
| 150 | 2.8a.(10) | Active Transportation Program - Project Allocation Deadline | 31 | 5118 | Los Angeles | City of Los Angeles | 12 months | 12 months | 12 months | The City experienced unexpected delays during the environmental phase. The City proposed lighting that requires a property tax increase that must be approved by the voters, but lacks community support. The City also found that the median island was too small and thus unsafe for pedestrians. The City is currently seeking a scope change to change the design. The City anticipates requesting CON by June 30, 2020. |
| 150 | 2.8a.(10) | Active Transportation Program - Project Allocation Deadline | 32 | 5120 | Los Angeles | City of Arcadia | 6 months | 6 months | 6 months | The City experienced unexpected delays during the design phase due to the lack of space to create Class II bike lanes as originally planned. A scope change was approved in May 2019, and the City is revalidating NEPA. The City anticipates requesting CON by December 31, 2019. |
| 150 | 2.8a.(10) | Active Transportation Program - Project Allocation Deadline | 33 | 5124 | Los Angeles | City of South Gate | 20 months | 20 months | 20 months | The City experienced unexpected delays during the design phase due to the City combining this with another project in the area. The complexity of the combined project, which involves several engineering disciplines, has led to a delay with the design. The City anticipates requesting CON by February 28, 2021. |
| 150 | 2.8a.(10) | Active Transportation Program - Project Allocation Deadline | 34 | 5126 | Los Angeles | City of Downey | 12 months | 12 months | 12 months | The City experienced unexpected delays during the design phase due to having to re-advertise when only one consultant proposal was received. The City has received additional proposals since recirculating and are currently evaluating them. The City anticipates requesting CON by June 30, 2020. |
| 150 | 2.8a.(10) | Active Transportation Program - Project Allocation Deadline | 35 | 5128 | Los Angeles | City of Cudahy | 6 months | 6 months | 6 months | The City experienced unexpected delays during the design phase due to lengthy coordination with Southern California Edison (SCE) on 10 locations near the proposed improvements. Coordination with SCE and final design were completed in May of 2019. The City will pursue RW certification once Caltrans approval is received. The City anticipates requesting CON by December 31, 2019. |
| 150 | 2.8a.(10) | Active Transportation Program - Project Allocation Deadline | 36 | 5135 | Los Angeles | City of Los Angeles | 20 months | 20 months | 20 months | The City experienced unexpected delays during the design phase due to the coordination efforts needed with the Los Angeles Streetcar and Broadway Streetscape Master Plan. The project had to integrate the track alignments, signal modifications, and resolve utility conflicts. In addition, the City must request a scope change and then incorporate the additional scope of work into the environmental documents, final design package, and RW certification. The City anticipates requesting CON by February 28, 2021. |
| 150 | 2.8a.(10) | Active Transportation Program - Project Allocation Deadline | 37 | 5332 | Los Angeles | City of Los Angeles | 9 months | 9 months | 9 months | The City experienced unexpected delays during the design phase due to the late release of revised guidelines for lane reconfigurations/road diets recently issued by the Los Angeles Department of Transportation, imposing additional community/stakeholder outreach meetings. Additional delays came from the unanticipated volume of assessments to be calculated for Proposition 218 requirements. The City anticipates requesting CON by March 31, 2020. |
| 150 | 2.8a.(10) | Active Transportation Program - Project Allocation Deadline | 38 | 5422 | Los Angeles | City of Glendale | 12 months | 12 months | 12 months | The City experienced unexpected delays during the design phase due to difficulties designing the LED pedestrian-scale lighting, complications with underground utilities that are impacting both the underground infrastructure and installing the planted parkway, and having to wait for design standards for the wayfinding signs. The City anticipates requesting CON by June 30, 2020. |

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| 150 | 2.8a.(10) | Active Transportation Program - Project Allocation Deadline | 39 | 5426 | Los Angeles | City of Norwalk | 12 months | 12 months | 12 months | The City experienced unexpected delays during the preliminary engineering phase due to PA&ED contract execution taking longer than anticipated because the City and consultant attorney's review of the contract documents. Due to the later than anticipated start, the City is asking additional time to complete CEQA and NEPA. The City anticipates requesting PS&E by June 30, 2020. |
| 150 | 2.8a.(10) | Active Transportation Program - Project Allocation Deadline | 40 | 5437 | Los Angeles | County of Los Angeles | 14 months | 14 months | 14 months | The County experienced unexpected delays during the PA&ED phase. The project needed to be approved by the California Coastal Commission (CCC) once 60 percent design plans and technical reports are complete. The document review, CCC hearing, and permit acquisition led to delays completing environmental documents. The County anticipates requesting PS&E by August 31, 2020. |
| 150 | 2.8a.(10) | Active Transportation Program - Project Allocation Deadline | 41 | 5437 | Los Angeles | County of Los Angeles | 20 months | 20 months | 20 months | The County experienced unexpected delays during the PA&ED phase. The project needed to be approved by the California Coastal Commission (CCC) once 60 percent design plans and technical reports are complete. The document review, CCC hearing, and permit acquisition led to delays completing environmental documents. The County anticipates requesting CON by February 28, 2021. |
| 150 | 2.8a.(10) | Active Transportation Program - Project Allocation Deadline | 42 | 5438 | Los Angeles | County of Los Angeles | 12 months | 12 months | 12 months | The County experienced unexpected delays due to pavement deterioration that requires finalizing roadway geometry and completing repairs before moving forward with the ATP project. The City anticipates requesting PS&E by June 30, 2020. |
| 150 | 2.8a.(10) | Active Transportation Program - Project Allocation Deadline | 43 | 5438 | Los Angeles | County of Los Angeles | 20 months | 20 months | 20 months | The County experienced unexpected delays due to pavement deterioration that requires finalizing roadway geometry and completing repairs before moving forward with the ATP project.The County anticipates requesting CON by February 28, 2021. |
| 150 | 2.8a.(10) | Active Transportation Program - Project Allocation Deadline | 44 | 5456 | Los Angeles | City of Carson | 18 months | 18 months | 18 months | The City experienced unexpected delays in the design phase that requires coordination and cooperation with the Los Angeles County Flood Control District. The City anticipates requesting CON by December 31, 2020. |
| 150 | 2.8a.(10) | Active Transportation Program - Project Allocation Deadline | 45 | 5458 | Los Angeles | City of Artesia | 12 months | 12 months | 12 months | The City experienced unexpected delays in the design phase. The Department's State Route 91 Westbound Widening Project conflicts with one element of the approved project. The City recently received approval of a minor scope change from the Commission and anticipates requesting CON by June 30, 2020. |
| 150 | 2.8a.(10) | Active Transportation Program - Project Allocation Deadline | 46 | 1180 | San Bernardino | City of Hesperia | 12 months | 12 months | 12 months | The City experienced unexpected delays while completing design due to discovering a discrepancy in the most recently updated Engineer's Estimate of the project cost, which put the project cost well above the programmed funding. The City has been working diligently with Caltrans District staff on ways to move forward with the project and anticipates requesting CON by June 30, 2020. |
| 150 | 2.8a.(10) | Active Transportation Program - Project Allocation Deadline | 47 | 1183A | San Bernardino | City of San Bernardino | 8 months | 8 months | 8 months | The City experienced unexpected delays during the design phase due to unknown utility facilities impacts and the analysis of the utility relocation. The City anticipates requesting CON by February 29, 2020. |
| 150 | 2.8a.(10) | Active Transportation Program - Project Allocation Deadline | 48 | 1209 | San Bernardino | City of Big Bear Lake | 8 months | 8 months | 8 months | The City experienced unexpected delays during design of the project. The Home Owners Association (HOA) adjacent to the project has a number of concerns with the project, so the City is redesigned so that no portion of the proposed trail will be on HOA property. Additionally, the City must wait for approval of the purchase of property still encumbered by the proposed trail. The City anticipates requesting CON by February 29, 2020. |
| 150 | 2.8a.(10) | Active Transportation Program - Project Allocation Deadline | 49 | 1212A | Riverside | City of Hemet | 9 months | 9 months | 9 months | The City experienced unexpected delays in the environmental phase. Caltrans returned the Preliminary Environmental Study indicating required technical studies such as Hydraulic Study, Noise Study, and Cultural Studies. The City anticipates completing the additional studies and requesting PS&E by March 31, 2020. |
| 150 | 2.8a.(10) | Active Transportation Program - Project Allocation Deadline | 50 | 1220 | Riverside | County of Riverside | 19 months | 19 months | 19 months | The County experienced unexpected delays in utility relocations and right of way acquisition due to American Disabilities Act requirements. The County is currently coordinating with the affected utilities, including Southern California Edison and Frontier Communications to modify the design to alleviate conflicts. The County anticipates completing design, obtaining RW certification and requesting CON by January 31, 2021. |

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| **150** | **2.8a.(10)** | Active Transportation Program - Project Allocation Deadline | 51 | 1223 | Riverside | City of Temecula | 12 months | 12 months | 12 months | The City experienced unexpected delays in the design phase of the project. The original design assumed the project would be completed after the non-ATP French Valley Parkway Interchange Projects were completed. Since the ATP project will now be constructed prior to the French Valley Projects it is necessary to re-evaluate some of the mitigation areas and involves additional coordination with several agencies. The City anticipates requesting CON by June 30, 2020. |
| **150** | **2.8a.(10)** | Active Transportation Program - Project Allocation Deadline | 52 | 1234 | San Bernardino | City of Yucaipa | 9 months | 9 months | 9 months | The City experienced unexpected increases in construction cost and is seeking additional local match funding to bridge the funding gap. The City anticipates requesting CON by March 31, 2020. |
| **150** | **2.8a.(10)** | Active Transportation Program - Project Allocation Deadline | 53 | 1235 | San Bernardino | City of Rialto | 12 months | 12 months | 12 months | The City experienced unexpected delays in obtaining environmental clearance, finalizing the design, and obtaining permits. The City anticipates requesting CON by June 30, 2020. |
| **150** | **2.8a.(10)** | Active Transportation Program - Project Allocation Deadline | 54 | 1211A | San Diego | City of Encinitas | 20 months | 20 months | 20 months | The City experienced unexpected delays in the PA&ED phase. The project is located within the Los Angeles-San Diego-San Luis Obispo Rail Corridor and therefore requires project approval through the California Public Utilities Commission. The City initiated the review process in December 2018, however, the coordination and approval has delayed RW certification and approval of the PS&E packet. The City anticipates requesting CON by February 28, 2021. |
| **150** | **2.8a.(10)** | Active Transportation Program - Project Allocation Deadline | 55 | 1211B | San Diego | City of Encinitas | 20 months | 20 months | 20 months | The City experienced unexpected delays in the PA&ED phase. The project is located within the Los Angeles-San Diego-San Luis Obispo Rail Corridor and therefore requires project approval through the California Public Utilities Commission. The City initiated the review process in December 2018, however, the coordination and approval has delayed RW certification and approval of the PS&E packet. The City anticipates requesting CON-NI by February 28, 2021. |
| **150** | **2.8a.(10)** | Active Transportation Program - Project Allocation Deadline | 56 | 1324 | San Diego | County of San Diego | 15 months | 15 months | 15 months | The County experienced unexpected delays during the environmental and design phases of the project. The County discovered a drainage issue at the project site and the preliminary design revealed that RW acquisition is required. The County anticipates requesting CON by September 30, 2020. |
| **151** | **2.8b.(2)** | Active Transportation Program - Contract Award Deadline | 1 | 5131 | Los Angeles | City of Long Beach | 6 months | 6 months | 6 months | The City experienced unexpected delays in awarding the project due to the discovery of an underground armor rock. The City re-evaluated the cost and budget for the ATP project to ensure a quality bid. The City is requesting a time extension for CON till January 31, 2020. |
| **151** | **2.8b.(2)** | Active Transportation Program - Contract Award Deadline | 2 | 3289 | San Joaquin | City of Stockton | 6 months | 6 months | 6 months | The City experienced unexpected in awarding the project, due to delays in advertising and reviewing the award package prior to submittal of approval to the City Council. The City is requesting a time extension for CON-NI til January 31, 2020. |
| **152** | **2.8c.(1)** | STIP Locally Administered - Completion Deadline Extension | 1 | 2513 | Lassen | Susanville | 12 months | 12 months | 12 months | The City has not accepted the project due to issues with quality and condition of certain street improvements. The contractor is currently working on a list of items to be completed prior to contract acceptance. The City anticipates resolution by August 2020. |
| **152** | **2.8c.(1)** | STIP Locally Administered - Completion Deadline Extension | 2 | 2514 | Lassen | Susanville | 12 months | 12 months | 12 months | The City has not accepted the project due to issues with quality and condition of certain street improvements. The contractor is currently working on a list of items to be completed prior to contract acceptance. The City anticipates resolution by August 2020. |
| **152** | **2.8c.(1)** | STIP Locally Administered - Completion Deadline Extension | 3 | 5156L | Sonoma | ~~Sonoma CTA~~ SMART | 20 months | 20 months | 20 months | SMART has experienced savings due to effective risk management and has secured CEQA and NEPA clearance for additional pathway segments. Combined with PPNO 5156P for construction which has concurrent time extension. |
| **152** | **2.8c.(1)** | STIP Locally Administered - Completion Deadline Extension | 4 | 5156P | Sonoma | ~~Sonoma CTA~~ SMART | 20 months | 20 months | 20 months | SMART has experienced savings due to effective risk management and has secured CEQA and NEPA clearance for additional pathway segments. Combined with PPNO 5156L for construction which has concurrent time extension. |
| **153** | **2.8c.(2)** | Active Transportation Program - Project Completion Deadline | 1 | 2573 | Trinity | Trinity County Transportation Commission | 12 months | 12 months | 12 months | The County experienced unexpected challenges with completing the program as anticipated. The County had to hire a consultant after the legalization of cannabis diverted internal expertise away from this project, which was not initially anticipated. The County is requesting a 12 month completion time extension until August 31, 2020. |
| **154** | **2.8c.(3)** | HRCSA Locally Administered - Completion Deadline Extension | 1 | TC114 | Los Angeles | SGVCOG | 20 months | 20 months | **WITHDRAWN** | WITHDRAWN PRIOR TO MEETING |

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| **155** | **2.8d.(2)** | STIP Locally Administered - Expenditures Deadline Extension | 1 | 4561 | Mendocino | Ukiah | 12 months | 12 months | 12 months | Ukiah Electric Department (EUD) is relocating overhead utilities into an underground conduit within the project limits. The City needs to coordinate the final layout, signal pole and curb ramp locations with EUD. The City anticipates completing design and Right of Way certification by April 2020 and allocating CON funds by June 2020. |
| **156** | **2.8d.(3)** | Active Transportation Program - Project Expenditure Deadline | 1 | 5106 | Los Angeles | County of Los Angeles | 12 months | 12 months | 12 months | The County experienced unexpected delays during the design phase of the project. The County requires additional time to complete a feasibility study and finalize the design selection, and gain approval from the Unites States Army Corps of Engineers. The County is requesting an expenditure extension for PA&ED to June 30, 2020. |
| **156** | **2.8d.(3)** | Active Transportation Program - Project Expenditure Deadline | 2 | 5118 | Los Angeles | City of Los Angeles | 12 months | 12 months | 12 months | The City experienced unexpected delays during the design phase of the project. The City has run into numerous issues that are delaying the project, which has led to submission of a scope change request, for which the City is awaiting approval. The City is requesting an expenditure extension for PA&ED to June 30, 2020. |
| **156** | **2.8d.(3)** | Active Transportation Program - Project Expenditure Deadline | 3 | 1140 | San Diego | City of National City | 6 months | 6 months | 6 months | The City experienced unforeseen delays due to amendements made to the procurement and task order processes which resulted in delays to the PS&E and RW phases. In addition, the City experienced delays to the design efforts due to flooding. The City is requesting an expenditure extension for PS&E to December 31, 2019. |
| **156** | **2.8d.(3)** | Active Transportation Program - Project Expenditure Deadline | 4 | 1140 | San Diego | City of National City | 6 months | 6 months | 6 months | The City experienced unforeseen delays due to amendements made to the procurement and task order processes which resulted in delays to the PS&E and ROW phases. In addition, the City experienced delays to the design efforts due to flooding. The City is requesting an expenditure extension for RW to December 31, 2019. |