

AGENDA

CALIFORNIA TRANSPORTATION COMMISSION

www.catc.ca.gov

December 5th-6th, 2024

Riverside, CA

Wednesday, December 4, 2024

5:00 PM

Mobility 21 Reception

**Riverside County Administrative Center
Atrium**

**4080 Lemon Street
Riverside, CA 92501**

7:00 PM

Commission Dinner

Bella Trattoria Italian Bistro

**3649 Mission Inn Avenue
Riverside, CA 92501**

Thursday, December 5, 2024

1:00 PM

Commission Meeting

**Riverside County Administrative Center
Chambers**

**4080 Lemon Street
Riverside, CA 92501**

Friday, December 6, 2024

9:00 AM

Commission Meeting

**Riverside County Administrative Center
Chambers**

**4080 Lemon Street
Riverside, CA 92501**

To participate on Day 1 of the meeting via computer:

Please visit: https://zoom.us/webinar/register/WN_BCOKr_D7RDSaBq9Q9Q-gtg

There, you will be provided dial in information, instructions for participation, and an audio pin to join the meeting.

If you wish to only listen to day 1 of the meeting:

Phone Number: 669 444 9171, Webinar ID: 959 0977 0423, Passcode: 048113

To participate on Day 2 of the meeting via computer:

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If you wish to only listen to day 2 of the meeting:

Phone Number: 669 444 9171, Webinar ID: 964 1066 8494, Passcode: 251885

NEXT REGULARLY SCHEDULED CTC MEETING (Subject to Change):

CTC Meeting – January 30-31, 2025 in Sacramento, CA

NOTICE: We welcome comments from the public as a part of each item at this meeting. 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 will 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. The Commission will provide assistive services including translation and interpretation in multiple languages, real-time captioning, transcription, large print, digital audio and/or video recordings, as well as Commission meeting materials in an accessible format for the visually impaired. To obtain services or copies in one of these alternate formats or languages, please contact us at (916) 654-4245 or ctc@catc.ca.gov. Arrangements should be made as soon as possible but no later than at least five working days prior to the scheduled meeting." (*Las solicitudes de acomodación especial o servicios de interpretación deben hacerse tan pronto como sea posible o por lo menos cinco días antes de la reunión programada*)

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

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

For a glossary of frequently used terms and acronyms please visit the Commission website at: https://catc.ca.gov/-/media/ctc-media/documents/about_ctc/acronyms-11-04-21-a11y.pdf

GENERAL BUSINESS

Tab	Item Description	Ref#	Presenter	Type*	Agency*
1	Roll Call	1.1	Doug Remedios	I	C
2	Welcome to the Region	1.12	Aaron Hake Dr. Ray Wolfe	I	R
3	Approval of Minutes for October 17-18, 2024	1.2	Doug Remedios	A	C
4	Commissioner Meetings for Compensation	1.5	Doug Remedios	A	C
5	Committee Member Compensation	1.15	Justin Hall	A	C

REPORTS

Tab	Item Description	Ref#	Presenter	Type*	Agency*
6	Commission Executive Director	1.3	Tanisha Taylor	A	C
7	Commissioner and Ex-Officio Reports	1.4	Carl Guardino	A	C
8	CalSTA Undersecretary	1.6	Mark Tollefson	I	T
9	Caltrans Director	1.7	Tony Tavares	I	D
10	FHWA California Division Administrator	1.11	Elissa Konove	I	F
11	Regional Agencies Moderator	1.8	Karl Anderson	I	R
12	Rural Counties Task Force Chair	1.9	Aaron Hoyt	I	R
13	Self-Help Counties Coalition Executive Director	1.10	Keith Dunn	I	R
14	Equity Initiatives Update • Equity Advisory Committee Update	1.13	C. Sequoia Erasmus William Walker Martha Armas-Kelly	I	R

POLICY MATTERS

Tab	Item Description	Ref#	Presenter	Type*	Agency*
15	State and Federal Legislative Matters • 2024 Annual Report to the Legislature	4.1	Justin Behrens	A	C
16	Budget and Allocation Capacity	4.2	Justin Behrens Garrett Franklin	I	D
17	<u>TIMED ITEM: 3:00PM</u> Hearing on the 2025 Active Transportation Program – Statewide and Small Urban and Rural Components	4.3	Jaeden Gales	I	C
18	Adoption of the 2025 Active Transportation Program – Statewide and Small Urban and Rural Components Resolution G-24-76	4.4	Jaeden Gales	A	C
19	Draft 2024 Climate Action Plan for Transportation Infrastructure: CTC Actions	4.15	Matthew Yosgott Darwin Moosavi	I	C/T
20	Update on the 2024 Transit and Intercity Rail Capital Program Grant Awards	4.20	Anja Aulenbacher Anthony Serna	I	T
21	Update on Applications Received for SB 1 Competitive Programs	4.5	Matthew Yosgott	I	C
22	Adoption of the State Highway Operation and Protection Program Guidelines Resolution G-24-79	4.6	Jon Pray	A	C
23	Vehicle Weight Safety Study Update and Task Force Membership Recommendations	4.7	Laura Pennebaker	A	C
24	Amendment to Procedure for Leasing Airspace to Private Entities Resolution G-24-14A, Superseding Resolution G-24-14	4.9	Ahmed Ghonim	A	C

INFORMATION CALENDAR

Tab	Item Description	Ref#	Presenter	Type*	Agency*
25	<u>Informational Reports on Allocations Under Delegated Authority</u> -- Emergency G-11 Allocations (2.5f.(1)): \$54,454,000 for 14 projects. -- SHOPP Safety Sub-Allocations 2.5f.(3)): \$19,144,000 for six projects. -- Minor G-19-05a Allocations (2.5f.(4)): \$824,000 for one project.	2.5f.		A	D

Monthly Reports on the Status of Contract Award for:

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

Quarterly Reports – FY 2024-25 – First Quarter

Tab	Item Description	Ref#	Presenter	Type*	Agency*
30	Fiscal Year 2024-25 Caltrans Finance Report	3.5		I	D
31	Report on Fiscal Year 2024-25 Right of Way Annual Allocation	3.6		I	D
32	Aeronautics – Acquisition and Development and Airport Improvement Program	3.7		I	D
33	Quarterly Report – Local Assistance Annual Allocation for the Period Ending September 30, 2024	3.10		I	D

Other Reports

Tab	Item Description	Ref#	Presenter	Type*	Agency*
34	Update on the Minor B project list under the 2024-25 SHOPP Minor Construction Program.	3.1		I	D
35	Fourth Quarter - Balance Report on AB 1012 "Use It or Lose It" Provision for Federal Fiscal Year 2022 Unobligated RSTP and CMAQ Funds	3.11		I	D
36	Notification of AB 1012 "Use It or Lose It" Provision for FFY 2023 Unobligated CMAQ and RSTP Funds	3.18		I	D
37	Transit and Intercity Rail Capital Program (TIRCP) – Program Update	4.30		I	D

BEGIN CONSENT CALENDAR

Tab	Item Description	Ref#	Presenter	Type*	Agency*
38	<u>Approval of 2 Projects for Future Consideration of Funding:</u> 01-03-But-70 , PM 34.1/46.0 and 47.0/48.076 Butte 70 CAPM Project Preserve and extend the service life of the existing pavement as well as rehabilitate or replace fair to poor condition drainage systems on State Route 70, in Butte County. (ND) (PPNO 2300) (SHOPP) Resolution E-24-112 <i>(Related Item under Ref. 2.5b.(2))</i> 02-05-SLO-101 , PM 26.5/27.3 U.S. 101/Prado Road Interchange Project Extend Prado Road over U.S. 101 to connect with Dalidio Drive and rebuild the existing U.S. 101 northbound on- and off-ramp connections to Prado Road on United States Highway 101, in San Luis Obispo County. (MND) (PPNO 2831) (STIP) Resolution E-24-113	2.2c.(1)		A	D

Tab	Item Description	Ref#	Presenter	Type*	Agency*
39	Approval of Project for Future Consideration of Funding: 03-Yuba County Olivehurst Roadway Climate Resiliency Project Construct drainage infrastructure and multi-modal transportation network along 13 road segments. (MND) (PPNO 6543) (LTCAP) Resolution E-24-114 <i>(Related Item under Ref. 2.5p.(1))</i>	2.2c.(2)		A	C
40	Approval of Project for Future Consideration of Funding: 08-Riverside County Bradley Road Bridge Project Construct a 335-foot, 2-lane bridge to replace a low-flow crossing. (MND and Addendum) (PPNO 1331) (LTCAP) Resolution E-24-115 <i>(Related Item under Ref. 2.5p.(1))</i>	2.2c.(3)		A	C
41	Two Relinquishment Resolutions 06-Tul-137-PM 16.5/16.6 Right of way along State Route 137 on East San Joaquin Avenue and East Sierra Avenue, in the city of Tulare. Resolution R-4114 08-SBd-215-PM 17.04/17.10 Right of way along State Route 215 on Dement Street, in the city of San Bernardino. Resolution R-4115	2.3c.		A	D
42 8 Ayes	31 Resolutions of Necessity Resolutions C-22481 through C-22511 <i>(Related Item under Ref. 2.8d.(1))</i>	2.4b.		A	D
43	Director's Deeds Items 1 through 3 Excess Lands - Return to State \$30,300	2.4d.(1)		A	D
44	State Highway Operation and Protection Program (SHOPP) – Allocation Amendment Request to amend the SHOPP Bridge Rail Replacement and Upgrade project, in Sonoma County, to revise the Actual Performance Measure. There is no change to the allocation amount. (PPNO 2029C) Resolution FP-24-40, Amending Resolution FP-24-27	2.5b.(4)		A	D
45	SHOPP – Allocation Amendment Request to amend the SHOPP Pavement Preservation project on State Route 2, in Los Angeles County, to correct the Fiscal Year 2017-18 Road Maintenance Rehabilitation Account revised amount and the total revised amount. There is no change to the allocation amount. (PPNO 5184) Resolution FA-24-42, Amending Resolution FA-24-23	2.5e.(11)		A	D
46	Proposition 1B (Prop 1B) Intercity Rail Improvement (IRI) Program – Allocation Amendment Request to amend the locally-administered Prop 1B IRI Program Camarillo Station Improvements project, in Ventura County, to deallocate \$1,622,000 from the PA&ED phase to reflect project savings.(PPNO CP042A) Resolution ICR1B-AA-2425-01, Amending Resolution ICR1B-A-2223-02 <i>(Related Items under Ref. 2.5g.(8b) and 4.18)</i>	2.5g.(8a)		A	D

Tab	Item Description	Ref#	Presenter	Type*	Agency*
47	<u>State Transportation Improvement Program (STIP) – Allocation Amendment</u> Request to amend the State-Administered South Coast 101 HOV-Padaro (Segment 4B) Highway Planting project, on the State Highway System, in Santa Barbara County, to include the final project development expenditures and the request to extend the completion of construction an additional 16 months beyond the 36-month Timely Use of Funds deadline. There is no change to the allocation amount. (PPNO 7102Y) Resolution FP-24-41, Amending Resolution FP-24-29	2.5c.(2)		A	D
48	<u>Local Partnership Program (LPP) (Formulaic) – Allocation Amendment</u> Request to amend the locally-administered LPP (Formulaic) National Trails Highway Bridge Replacements, Amboy to Kelbaker project, off the State Highway System, in San Bernardino County, to correct the PPNO from 1304 to 1342. There is no change to the allocation amount. Resolution LPP-A-2425-10, Amending Resolution LPP-A-2425-01	2.5s.(5)		A	D
49	<u>LPP (Formulaic) - Allocation Amendment</u> Request to amend the locally-administered LPP (Formulaic) Transit Access Pass (TAP) Bus Farebox and Rail Station Validator Upgrades project, in Los Angeles County, to revise the Outputs/Outcomes. There is no change to the allocation amount. (PPNO 5510) Resolution LPP-A-2425-11, Amending Resolution LPP-A-1819-19	2.6s.(3)		A	D
50	<u>Trade Corridor Enhancement Program – Allocation Amendment</u> Request to amend the locally-administered TCEP Route 57/60 Confluence: Chokepoint Relief Program project, on the State Highway System, in Los Angeles County, to revise the Budget Authority Year and the Outputs. There is no change to the allocation amount. (PPNO 5394) Resolution TCEP-A-2425-10, Amending Resolution TCEP-A-1819-10	2.5s.(6)		A	D
51	<u>Active Transportation Program (ATP) – Allocation Amendment</u> Request to amend the locally-administered ATP Manila Moves Class I Bike Path Project, on the State Highway System, in Humboldt County, to revise the project title and include the request to extend the completion of construction an additional 60 months beyond the 36-month Timely Use of Funds deadline. There is no change to the allocation amount. (PPNO 2445A) Resolution FATP-2425-10, Amending Resolution FATP-1920-12	2.5w.(3)		A	D
52	<u>ATP – Allocation Amendment</u> Request to amend six locally-administered ATP projects, off the State Highway System, to revise the Budget Year and the Budget Item Number. There is no change to the allocation amounts. Resolution FATP-2425-12, Amending Resolutions FATP-2324-03 and FATP-2324-08	2.5w.(4) - 2.5w.(9)		A	D

CTC MEETING**AGENDA****December 5-6, 2024**

Tab	Item Description	Ref#	Presenter	Type*	Agency*
53	<u>Transit and Intercity Rail Capital Program – Allocation Amendment</u> Request to amend the TIRCP (2016:04) Metropolitan Rapid Transit and Rail Connectivity Project (Bus Stop Improvements) component, in Fresno County, to deallocate \$1,413,000 from the Construction phase to reflect project savings. (PPNO CP016) Resolution TIRCP-2425-27, Amending Resolution TIRCP-2122-18	2.6g.(2)		A	D
54	<u>TIRCP - Allocation Amendment</u> Request to amend the TIRCP (2023:07) Simi Valley Regional Transit Center and Pathway to Transition to a Zero Emissions Transit Fleet (Procurement of 6 Electrical Zero Emission Buses) component, in Ventura County, to rescind the full amount of \$4,800,000 from the Construction phase due to a third-party contract not being awarded within the Timely Use of Funds deadline. (PPNO CP113A) Resolution TIRCP-2425-28, Amending Resolution TIRCP-2324-32	2.6g.(3)		A	D
55	<u>Amendment to Waiver:</u> Request to amend Waiver 21-44, approved in May 2021, to correct the PPNO for Project 3 from 5388 to 5394 for the Confluence Chokepoint Relief project, in Los Angeles County. Waiver 24-202, Amending Waiver 21-44	2.8d.(4)		A	C
56	Los Angeles County Metropolitan Transportation Authority Request to Retain Proceeds from the Ground Lease of Property Purchased with State Funds Resolution G-24-77	4.10		A	C
57	Approval of two Active Transportation Program Baseline Agreements Resolution ATP-P-2425-02B	4.12		A	C
58	Approval of three State Highway Operation and Protection Program Baseline Agreements Resolution SHOPP-P-2425-03B <i>(Related Item under Ref. 2.1a.(1))</i>	4.13		A	C
59	Approval of Credit for Monterey Branch Line Property Purchased with Proposition 116 Funds Resolution G-24-78	4.21		A	C

END OF CONSENT CALENDAR**POLICY MATTERS**

Tab	Item Description	Ref#	Presenter	Type*	Agency*
60	Innovations in Transportation • Miocar	4.14	Destiny Preston Gloria Huerta	I	C

RIGHT-OF-WAY MATTERS

Tab	Item Description	Ref#	Presenter	Type*	Agency*
61	Director's Deeds – Roberti Item 1 Excess Lands - Return to State \$21,500	2.4d.(2)	Ahmed Ghonim René Fletcher	A	D

ENVIRONMENTAL MATTERS

Tab	Item Description	Ref#	Presenter	Type*	Agency*
62	Approval of Project for Future Consideration of Funding: 07-LA-47, PM 0.4/2.0 Vincent Thomas Bridge Deck Replacement Project Replace deteriorated bridge deck, upgrade seismic sensors, and improve the existing median barrier and railings on the Vincent Thomas Bridge on State Route 47, in the Port of Los Angeles, in Los Angeles County. (FEIR) (PPNO 6024) (SHOPP) Resolution E-24-116 <i>(Related Item under Ref. 2.5d.(4))</i>	2.2c.(5)	Cherry Zamora Jeremy Ketchum	A	C/D

ALLOCATIONS AND SUPPLEMENTAL FUNDS REQUEST**Projects with costs that exceed the Programmed Amount by More than 20 Percent**

Tab	Item Description	Ref#	Presenter	Type*	Agency*
63	Request for \$1,961,000 (283.8 percent increase) allocation in Pre-Construction Support, Right of Way (RW) Support phase, for the SHOPP Pavement Preservation project on State Route 1, in Mendocino County. (EA 0J940, PPNO 4738) Resolution FP-24-36 <i>(Related Item under Ref. 2.5b.(2))</i>	2.5d.(1)	Tim Sobelman Matthew Brady	A	D
64	Request for \$91,000 (355.0 percent increase) allocation in Pre-Construction Support, Project Approval and Environmental Document (PA&ED) phase, for the SHOPP Safety Improvements project on State Route 180, in Fresno County. (EA 1A462, PPNO 8053) Resolution FP-24-37	2.5d.(2)	Tim Sobelman Diana Gomez	A	D
65	Request for \$5,850,000 (70.5 percent increase) allocation in Construction Capital and \$2,171,000 (17.5 percent increase) allocation in Construction Support, for the SHOPP Americans with Disabilities Act Curb Ramps project on State Route 2, in Los Angeles County. (EA 34850, PPNO 5392) Resolution FP-24-38	2.5d.(3)	Tim Sobelman Gloria Roberts	A	D
66	Request for \$30,360,000 (45.3 percent increase) allocation in Pre-Construction Support, Plans, Specifications, and Estimate (PS&E) phase and \$1,683,000 (9,800.0 percent increase) allocation in RW Support phase, for the SHOPP Bridge Formula Program project on State Route 47, in Los Angeles County. (EA 39020, PPNO 6024) Resolution FP-24-39 <i>(Related Item under Ref. 2.2c.(5))</i>	2.5d.(4)	Tim Sobelman Gloria Roberts	A	D

Capital Outlay Support (COS) Supplemental Fund Allocations

Tab	Item Description	Ref#	Presenter	Type*	Agency*
67	Request for an additional \$800,000 (40.2 percent increase) in Pre-Construction Support, PS&E phase, for the SHOPP Major Damage (Permanent Restoration) project on State Route 299, in Humboldt County. (EA 0J801, PPNO 2535) Resolution FA-24-32	2.5e.(2)	Tim Sobelman Matthew Brady	A	D
68	Request for an additional \$695,000 (100.4 percent increase) in Pre-Construction Support, PS&E phase, for the SHOPP Operational Improvements project on United States Highway 101, in Humboldt County. (EA 46480, PPNO 2251) Resolution FA-24-33	2.5e.(3)	Tim Sobelman Matthew Brady	A	D

CTC MEETING**AGENDA****December 5-6, 2024**

Tab	Item Description	Ref#	Presenter	Type*	Agency*
69	Request for an additional \$800,000 (32.7 percent increase) in Pre-Construction Support, PS&E phase, for the SHOPP Collision Severity Reduction project on Interstate 5, in Shasta County. (EA 1J380, PPNO 3790) Resolution FA-24-34	2.5e.(4)	Tim Sobelman David Moore	A	D
70	Request for an additional \$6,000,000 (33.3 percent increase) in Pre-Construction Support, PS&E phase and \$750,000 (34.9 percent increase) in RW Support phase, for the SHOPP Roadway Rehabilitation project on State Route 99, in Fresno County. (EA 0W800, PPNO 6949) Resolution FA-24-36	2.5e.(6)	Tim Sobelman Diana Gomez	A	D
71	Request for an additional \$710,000 (149.5 percent increase) in Pre-Construction Support, PS&E phase, for the SHOPP Bridge Scour project on Interstate 405, in Los Angeles and Orange counties. (EA 32100, PPNO 4984) Resolution FA-24-37	2.5e.(7)	Tim Sobelman Gloria Roberts	A	D
72	Request for an additional \$48,000,000 (218.2 percent increase) in Pre-Construction Support, PS&E phase, for the SHOPP Bridge Rehabilitation and Replacement project on State Route 4 and Interstate 5, in San Joaquin County. (EA 0X460, PPNO 3133) Resolution FA-24-38	2.5e.(8)	Tim Sobelman Grace Magsayo	A	D

Capital – Supplemental Fund Allocations (Award)

Tab	Item Description	Ref#	Presenter	Type*	Agency*
73	Request for an additional \$823,000 (22.9 percent increase) in Construction Capital for the SHOPP Safety Improvements project on State Route 1, in Mendocino County. (EA 0F710, PPNO 4630) Resolution FA-24-40 <i>(Related Item under Ref. 2.8b.(1))</i>	2.5e.(1)	Tim Sobelman Matthew Brady	A	D

Capital – Supplemental Fund Allocations (Complete Construction)

Tab	Item Description	Ref#	Presenter	Type*	Agency*
74	Request for an additional \$4,700,000 (16.0 percent increase) in Construction Capital and \$500,000 (15.9 percent increase) in Construction Support for the SHOPP Safety Roadside Rest Area Rehabilitation project on Interstate 5, in Merced County. (EA 1C790, PPNO 3215) Resolution FA-24-41 <i>(Related Item under Ref. 2.8c.(1))</i>	2.5e.(9)	Tim Sobelman Grace Magsayo	A	D

Trade Corridor Enhancement Program (TCEP) Supplemental

Tab	Item Description	Ref#	Presenter	Type*	Agency*
75	Request for an additional \$13,500,000 (19.29 percent increase) for the locally-administered TCEP 7 th Grade Separation (East) project, off the State Highway System, in Alameda County. (PPNO 2103D) Resolution TCEP-A-2425-11S	2.5s.(7)	Beverley Newman-Burckhard Dee Lam	A	D

PROGRAM UPDATES**State Highway Operation and Protection Program (SHOPP)**

Tab	Item Description	Ref#	Presenter	Type*	Agency*
76	<u>SHOPP Amendments for Approval:</u> Request to: --Add 16 new projects into the 2024 SHOPP. (2.1a.(1a)) --Revise 11 projects currently programmed in the 2024 SHOPP. ((2.1a.(1d)) SHOPP Amendment 24H-006 <i>(Related Items under Ref. 2.5b.(1), 2.5b.(2), and 4.13)</i>	2.1a.(1)	Jon Pray James R. Anderson	A	D

Proposition 1B – Intercity Rail Improvement (IRI) Program

Tab	Item Description	Ref#	Presenter	Type*	Agency*
77	<u>Proposition 1B Intercity Rail Improvement Program Amendment</u> The Los Angeles-San Diego-San Luis Obispo Rail Corridor Agency proposes to do the following: <ul style="list-style-type: none"> • Create the Camarillo Station Improvements Plans, Specifications, and Estimate (PS&E) project, under project 27.2. • Amend the Camarillo Station Improvements Construction project number from 27.2 to 27.3. • Reprogram \$1,622,000 in Proposition 1B Intercity Rail Improvement Program funds to the Camarillo Station Improvements PS&E phase. (PPNO CP042A), which reflects \$1,622,000 from the Project Approval & Environmental Document (PA&ED) phase. (PPNO CP042A) Resolution ICR1B-P-2425-01, Amending Resolution ICR1B-P-2223-02 <i>(Related Items under Ref. 2.5g.(8a) and 2.5g.(8b))</i>	4.18	Kacey Ruggiero Dee Lam	A	D

ALLOCATIONS**SHOPP Allocations**

Tab	Item Description	Ref#	Presenter	Type*	Agency*
78	Request of \$294,205,000 for seven SHOPP projects. Resolution FP-24-42 <i>(Related Item under Ref. 2.1a.(1))</i>	2.5b.(1)	Jon Pray James R. Anderson	A	D
79	Request of \$35,600,000 for 35 2024 SHOPP preconstruction project phases for environmental support, design, and R/W support. Resolution FP-24-43 <i>(Related Items under Ref. 2.1a.(1), 2.2c.(1), and 2.5d.(1))</i>	2.5b.(2)	Jon Pray James R. Anderson	A	D

Proposition 1B Local Bridge Seismic Retrofit Program (LBSRP) Annual Allocation

Tab	Item Description	Ref#	Presenter	Type*	Agency*
80	Request of \$7,934,000 in Proposition 1B Local Bridge Seismic Retrofit Program funds for the annual allocation for Fiscal Year 2024-25. Resolution LSB1B-A-2425-01	2.5g.(4)	Jon Pray Dee Lam	A	D

STIP Allocations

Tab	Item Description	Ref#	Presenter	Type*	Agency*
81	Request of \$4,535,000 for two State-Administered STIP projects, on the State Highway System. Resolution FP-24-44	2.5c.(1)	Kacey Ruggiero James R. Anderson	A	D
82	Request of \$5,525,000 for eight locally-administered STIP and Planning, Programming, and Monitoring projects, off the State Highway System. Resolution FP-24-45	2.5c.(3)	Kacey Ruggiero Dee Lam	A	D

Proposition 1B – IRI Program

Tab	Item Description	Ref#	Presenter	Type*	Agency*
83	Request of \$1,622,000 for the locally-administered Proposition 1B IRI Program Camarillo Station Improvements project, in Ventura County. (PPNO CP042A) Resolution ICR1B-A-2425-01 <i>(Related Items under Ref. 2.5g.(8a) and 4.18)</i>	2.5g.(8b)	Kacey Ruggiero Dee Lam	A	D

LPP (Competitive) Allocation

Tab	Item Description	Ref#	Presenter	Type*	Agency*
84	Request of \$3,000,000 for the locally-administered LPP (Competitive) North Beale Road Complete Streets/Safety Project – Phase III, off the State Highway System, in Yuba County. (PPNO 5915) Resolution LPP-A-2425-12	2.5s.(3)	Leishara Ward Dee Lam	A	D

Multi-Funded STIP and LPP (Competitive and Formulaic) Allocation

Tab	Item Description	Ref#	Presenter	Type*	Agency*
85	Request of \$67,625,000 for the State-Administered multi-funded STIP/LPP (Competitive and Formulaic) Oakland Alameda Access Project, on the State Highway System, in Alameda County. (PPNO 0044D) Resolution FP-24-46, Resolution LPP-A-2425-14	2.5s.(4)	Leishara Ward James R. Anderson	A	D

Local Transportation Climate Adaptation Program (LTCAP) Allocations

Tab	Item Description	Ref#	Presenter	Type*	Agency*
86	Request of \$8,059,000 for three locally-administered LTCAP projects, off the State Highway System. Resolution LTCAP-A-2425-06 <i>(Related Items under Ref. 2.2c.(2) and 2.2c.(3))</i>	2.5p.(1)	Rebecca Light Dee Lam	A	D

Active Transportation Program (ATP) Allocations

Tab	Item Description	Ref#	Presenter	Type*	Agency*
87	Request of \$29,253,000 for 20 locally-administered ATP projects, off the State Highway System. Resolution FATP-2425-11	2.5w.(1)	Jaeden Gales Dee Lam	A	D

TIRCP Allocations

Tab	Item Description	Ref#	Presenter	Type*	Agency*
88	Request of \$267,424,000 for three TIRCP projects. Resolution TIRCP-2425-32	2.6g.(1)	Kat Kim Dee Lam	A	D

TIME EXTENSION REQUESTS**SHOPP Time Extensions**

Tab	Item Description	Ref#	Presenter	Type*	Agency*
89	Request to extend the period of contract award for three SHOPP projects, per SHOPP Guidelines. Waiver 24-175 <i>(Related Items under Ref. 2.5e.(1) and 2.8b.(9))</i>	2.8b.(1)	Ahmed Ghonim James R. Anderson	A	D
90	Request to extend the period of project completion for two SHOPP projects, per SHOPP Guidelines. Waiver 24-176 <i>(Related Item under Ref. 2.5e.(9))</i>	2.8c.(1)	Ahmed Ghonim James R. Anderson	A	D
91	Request to extend the period of project development expenditure for six SHOPP projects, per SHOPP Guidelines. Waiver 24-177 <i>(Related Item under Ref. 2.4b.)</i>	2.8d.(1)	Ahmed Ghonim James R. Anderson	A	D

STIP Time Extensions

Tab	Item Description	Ref#	Presenter	Type*	Agency*
92	Request to extend the period of contract award for the State-Administered STIP Cholame Mitigation Project (Child), on the State Highway System, in San Luis Obispo County, per STIP Guidelines. (PPNO 0226X) Waiver 24-178	2.8b.(2)	Kacey Ruggiero James R. Anderson	A	D
93	Request to extend the period of contract award for two locally-administered STIP projects, on the State Highway System, per STIP Guidelines. Waiver 24-179	2.8b.(3)	Kacey Ruggiero James R. Anderson	A	D

LPP (Formulaic and Competitive) Time Extensions

Tab	Item Description	Ref#	Presenter	Type*	Agency*
94	Request to extend the period of contract award for two locally-administered LPP (Competitive) projects, on the State Highway System, per LPP Guidelines. Waiver 24-181	2.8b.(5)	Kayla Giese James R. Anderson	A	D
95	Request to extend the period of contract award for three locally-administered LPP (Formulaic) projects, off the State Highway System, per LPP Guidelines. Waiver 24-182	2.8b.(6)	Kayla Giese Dee Lam	A	D

Solutions for Congested Corridors Program (SCCP) Time Extensions

Tab	Item Description	Ref#	Presenter	Type*	Agency*
96	Request to extend the period of contract award for the locally-administered SCCP I-105 Express Lanes - Construction Segment 1 project, on the State Highway System, in Los Angeles County, per SCCP Guidelines. (PPNO 4858C) Waiver 24-188	2.8b.(11)	Naveen Habib James R. Anderson	A	D

TCEP Time Extensions

Tab	Item Description	Ref#	Presenter	Type*	Agency*
97	Request to extend the period of contract award for the State-Administered TCEP State Route 91 Operational and Multimodal Improvements Project from SR-55 to Lakeview Avenue - TCEP, on the State Highway System, in Orange County, per TCEP Guidelines. (PPNO 4600A) Waiver 24-185 <i>(Related Item under Ref. 2.8b.(1))</i>	2.8b.(9)	Kenneth Lopez James R. Anderson	A	D
98	Request to extend the period of contract award for the locally-administered TCEP America's Green Port Gateway: Pier B Early Rail Enhancements Project – Locomotive Facility, in Los Angeles County, per TCEP Guidelines. (PPNO 6198) Waiver 24-186	2.8b.(10)	Kenneth Lopez Dee Lam	A	D
99	Request to extend the period of project completion for the locally-administered TCEP Route 60 Truck Safety and Efficiency Project - Phase 1A, on the State Highway System, in Riverside County, per TCEP Guidelines. (PPNO 3010T) Waiver 24-187	2.8c.(2)	Kenneth Lopez James R. Anderson	A	D

ATP Time Extensions

Tab	Item Description	Ref#	Presenter	Type*	Agency*
100	Request to extend the period of contract award for five locally-administered ATP projects, off the State Highway System, per ATP Guidelines. Waiver 24-189	2.8b.(12)	Jaeden Gales Dee Lam	A	D
101	Request to extend the period of project completion for the locally-administered ATP Active and Safe Routes to a Healthier City project, off the State Highway System, in Santa Clara County, per ATP Guidelines. (PPNO 2345) Waiver 24-190	2.8c.(3)	Jaeden Gales Dee Lam	A	D

TIRCP Time Extensions

Tab	Item Description	Ref#	Presenter	Type*	Agency*
102	Request to extend the period of contract award for the TIRCP (2020:17) Expansion of WETA Ferry Service (Shoreside Charging Infrastructure) (2022:17) San Francisco Zero Emissions High-Frequency Ferry Network (Shoreside Charging Infrastructure) component, in San Francisco County, per TIRCP Allocation Policy. (PPNO CP075A) Waiver 24-191	2.8b.(13)	Kat Kim Dee Lam	A	D

POST-FACT TIME EXTENSIONS

Tab	Item Description	Ref#	Presenter	Type*	Agency*
103	Post-Fact request to extend the period of project development expenditure for the SHOPP Safety Improvements project, in San Joaquin County, as an exception to the SHOPP Guidelines. (PPNO 3477) Waiver 24-193	2.8d.(2)	Ahmed Ghonim James R. Anderson	A	D
104	Post-Fact request to amend the period of project completion for the SHOPP Collision Reduction project, in Orange County, as an exception to the SHOPP Guidelines. (PPNO 4051A) Waiver 24-194, Amending Waiver 24-119	2.8v.(1)	Ahmed Ghonim James R. Anderson	A	D
105	Post-Fact request to extend the period of contract award for the locally-administered STIP Mt. Shasta Boulevard project, off the State Highway System, in Siskiyou County. (PPNO 2558) Waiver 24-195	2.8b.(14)	Kacey Ruggiero Dee Lam	A	D
106	Post-Fact request to extend the period of contract award for the locally-administered ATP City of Carson Master Bicycle Plan project, off the State Highway System, in Los Angeles County. (PPNO 6179) Waiver 24-197	2.8b.(15)	Jaeden Gales Dee Lam	A	D
107	Post-Fact request to extend the period of contract award for the TIRCP (2020:7) Metrolink Antelope Valley Line Capital and Service Improvements (Zero-Emission Multiple Unit (ZEMU) Feasibility Study) project, in various counties. (CP065D) Wavier 24-198	2.8b.(16)	Anja Aulenbacher Dee Lam	A	D

TIME EXTENSION AMENDMENTS

Tab	Item Description	Ref#	Presenter	Type*	Agency*
108	Request to amend the period of project allocation for nine SHOPP projects, as an exception to the SHOPP Guidelines. Waiver 24-199, Amending Waivers 23-72 and 24-125	2.8v.(2)	Ahmed Ghonim James R. Anderson	A	D
109	Request to amend the period of contract award for the SHOPP Pavement Rehabilitation 2R project, in Los Angeles County, as an exception to the SHOPP Guidelines. (PPNO 5382) Waiver 24-200, Amending Waiver 24-25	2.8v.(3)	Ahmed Ghonim James R. Anderson	A	D
110	Request to amend the period of project development expenditure for six TIRCP (2018:19) Valley Rail components. Waiver 24-201, Amending Waiver 23-62	2.8v.(4)	Anja Aulenbacher Dee Lam	A	D

OTHER MATTERS

Tab	Item Description	Ref#	Presenter	Type*	Agency*
	Public Comment	6	Carl Guardino	I	C

ADJOURN**Highway and Mass Transportation Financial Matters**

Program	Current Meeting Proposed Allocations (December 5-6, 2024)	Final FY 2024-2025 Year to Date Total* (Through November 30, 2024)
SHOPP Allocations	\$510,121,000	\$2,660,169,000
STIP Allocations	\$45,404,000	\$137,599,000
Senate Bill 1 Allocations	\$48,781,000	\$142,817,000
Proposition 1B Allocations	\$9,556,000	
Proposition 1A Allocations		
ATP Allocations	\$29,253,000	\$59,295,000
LTCAP Allocations	\$8,059,000	\$4,624,000
TIRCP Allocations	\$267,424,000	\$156,876,000
Short-Line Railroad		
Aeronautics Allocations		
Local Assistance Annual Allocation		\$2,633,257,000
Waterborne Ferry Program		
Grand Total:	\$918,598,000	\$5,794,637,000
Total Jobs Created:	10,105	63,741
Total De-Allocations:	\$7,835,000	\$63,713,000

CALIFORNIA TRANSPORTATION COMMISSION

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

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

Mr. Carl Guardino - Chair
1120 N Street, MS-52
Sacramento, CA 95814

Ms. Clarissa Falcon
1120 N Street, MS-52
Sacramento, CA 95814

Mr. Darnell Grisby - Vice Chair
1120 N Street, MS-52
Sacramento, CA 95814

Ms. Lee Ann Eager
120 N Street, MS-52
Sacramento, CA 95814

Mr Jay Bradshaw
1120 N Street, MS-52
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Ms Adonia Lugo, PhD.
1120 N Street, MS-52
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Mr. Joseph Cruz
1120 N Street, MS-52
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Ms Zahirah Mann
1120 N Street, MS-52
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Mr Jason Elliott
1120 N Street, MS-52
Sacramento, CA 95814

Mr. Robert Tiffany
1120 N Street, MS-52
Sacramento, CA 95814

Ex Officio Members

The Honorable Dave Cortese
Member of the Senate
1021 O Street, Suite 6630
Sacramento, CA 95814

The Honorable Lori Wilson
Member of the State Assembly
1021 O Street, Suite 5150
Sacramento, CA 95814

Executive Director

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

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: December 5-6, 2024

From: TANISHA TAYLOR, Executive Director

Reference Number: 1.2, Action

Prepared By: Douglas Remedios,
Staff Services Manager

Published Date: November 22, 2024

Subject: Approval of Minutes for October 17-18, 2024

Recommendation:

Staff recommends that the California Transportation Commission (Commission) approve the meeting minutes for the October 17-18, 2024, Commission meeting.

Issue:

California Code of Regulations, Title 21 California Administrative Code section 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 section 8012, the Commission's Operating Procedures dated December 4, 2019, 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: October 17-18, 2024, Commission meeting minutes

MINUTES
CALIFORNIA TRANSPORTATION COMMISSION
October 17-18, 2024
Bakersfield, CA

Thursday, October 17, 2024

1:00 PM

Commission Meeting

**Kern County Administration Building
Chambers
1115 Truxtun Avenue, 1st Floor
Bakersfield, CA 93301**

Friday, October 18, 2024

9:00 AM

Commission Meeting

**Kern County Administration Building
Chambers
1115 Truxtun Avenue, 1st Floor
Bakersfield, CA 93301**

For a more thorough review of this meeting, please visit:

<https://www.youtube.com/channel/UCASI3gyTEuhZffC13RbG4xQ>

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

For a glossary of frequently used terms and acronyms please visit the Commission website at:

https://catc.ca.gov/-/media/ctc-media/documents/about_ctc/acronyms-11-04-21-a11y.pdf

GENERAL BUSINESS

Tab	Item Description	Ref#	Presenter	Type*	Agency*
1	Roll Call	1.1	Doug Remedios	I	C
Commissioner		Attendance			
Chair Carl Guardino		Present			
Vice Chair Darnell Grisby		Present			
Commissioner Jay Bradshaw		Present			
Commissioner Joseph Cruz		Present			
Commissioner Lee Ann Eager		Present			
Commissioner Jason Elliott		Present			
Commissioner Clarissa Falcon		Present			
Commissioner Adonia Lugo		Absent			
Commissioner Zahirah Mann		Present			
Commissioner Bob Tiffany		Present			
Ex-Officio's		Attendance			
Senator Dave Cortese, Ex-Officio		Present			
Assembly Member Lori Wilson, Ex-Officio		Present			

TOTAL - Present: 12 Absent: 1

CTC MEETING**MINUTES****October 17-18, 2024**

Tab	Item Description	Ref#	Presenter	Type*	Agency*
2	Welcome to the Region	1.12	Bob Smith David Couch	I	R

Kern Council of Governments' Chairman and Bakersfield Councilman Bob Smith, Kern County Board of Supervisors Chairman and Kern Council of Governments' Vice Chairman David Couch and former Congressman Bill Thomas presented this informational item.

Tab	Item Description	Ref#	Presenter	Type*	Agency*
3	Approval of Minutes for August 15-16, 2024	1.2	Doug Remedios	A	C

Tabs 3 - 5 were voted together

Recommendation: Approval

Action Taken: Approved

Motion: Eager **Second:** Cruz **Recused:** None **Absent:** Lugo

Vote result: 9-0

Ayes: Bradshaw, Cruz, Eager, Elliott, Falcon, Grisby, Guardino, Mann, and Tiffany

Nays: None

Abstained: None

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

Tabs 3 - 5 were voted together

Recommendation: Approval

Action Taken: Approved

Motion: Eager **Second:** Cruz **Recused:** None **Absent:** Lugo

Vote result: 9-0

Ayes: Bradshaw, Cruz, Eager, Elliott, Falcon, Grisby, Guardino, Mann, and Tiffany

Nays: None

Abstained: None

Tab	Item Description	Ref#	Presenter	Type*	Agency*
5	Committee Member Compensation	1.15	Justin Hall	A	C

Tabs 3 - 5 were voted together

Recommendation: Approval

Action Taken: Approved

Motion: Eager **Second:** Cruz **Recused:** None **Absent:** Lugo

Vote result: 9-0

Ayes: Bradshaw, Cruz, Eager, Elliott, Falcon, Grisby, Guardino, Mann, and Tiffany

Nays: None

Abstained: None

REPORTS

Tab	Item Description	Ref#	Presenter	Type*	Agency*
6	Commission Executive Director	1.3	Tanisha Taylor	A	C

Commission Executive Director Tanisha Taylor presented this item. No action was taken.

Tab	Item Description	Ref#	Presenter	Type*	Agency*
7	Commissioner and Ex-Officio Reports	1.4	Carl Guardino	A	C

Chair Guardino, Vice Chair Grisby, and Commissioners Eager, Falcon, Bradshaw, Cruz, and Tiffany provided reports for this item. No action was taken.

Speakers:

William Walker – Member of the public

CTC MEETING**MINUTES****October 17-18, 2024**

Tab	Item Description	Ref#	Presenter	Type*	Agency*
8	CalSTA Undersecretary	1.6	Mark Tollefson	I	T

California State Transportation Agency Secretary Toks Omishakin presented this informational item.

Speakers:

Martha Armas-Kelly – Member of the public

Tab	Item Description	Ref#	Presenter	Type*	Agency*
9	Caltrans Director	1.7	Tony Tavares	I	D

California Department of Transportation Director Tony Tavares presented this informational item.

Tab	Item Description	Ref#	Presenter	Type*	Agency*
10	FHWA California Division Administrator	1.11	Elissa Konove	I	F

FHWA California Division Administrator Elissa Konove presented this informational item.

Tab	Item Description	Ref#	Presenter	Type*	Agency*
11	Regional Agencies Moderator	1.8	Karl Anderson	I	R

Regional Agencies Moderator Karl Anderson presented this informational item.

Tab	Item Description	Ref#	Presenter	Type*	Agency*
12	Rural Counties Task Force Chair	1.9	Aaron Hoyt	I	R

Rural Counties Task Force Chair Aaron Hoyt presented this informational item.

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

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

Tab	Item Description	Ref#	Presenter	Type*	Agency*
14	Equity Initiatives Update • Equity Advisory Committee Update	1.13	C. Sequoia Erasmus William Walker Martha Armas-Kelly	I	C/D/T

Commission Supervising Transportation Planner C. Sequoia Erasmus, Interagency Equity Advisory Committee Chair William Walker, and Vice Chair Martha Armas-Kelly presented this informational item.

POLICY MATTERS

Tab	Item Description	Ref#	Presenter	Type*	Agency*
15	Innovations in Transportation • Via-Software and Operations for Flexible Public Transit	4.14	Destiny Preston Megan Richer	I	C

Commission Assistant Deputy Director Destiny Preston and Via Director of Public Policy Megan Richer presented this informational item.

Speakers:

William Walker – Member of the public

Tab	Item Description	Ref#	Presenter	Type*	Agency*
16	State and Federal Legislative Matters	4.1	Justin Behrens	A	C

Commission Deputy Director Justin Behrens presented this informational item. No action was taken.

Tab	Item Description	Ref#	Presenter	Type*	Agency*
17	Budget and Allocation Capacity	4.2	Justin Behrens Keith Duncan	I	D

Commission Deputy Director Justin Behrens and Caltrans Division Chief for Budgets Keith Duncan presented this informational item.

CTC MEETING**MINUTES****October 17-18, 2024**

Tab	Item Description	Ref#	Presenter	Type*	Agency*
18	Draft 2024 State Highway Operation and Protection Program Guidelines	4.3	Jon Pray	I	C

Commission Assistant Chief Engineer Jon Pray presented this informational item.

Speakers:

Chris Smith – Associated General Contractors of California
 Sofia Rafikova – Coalition for Clean Air
 Jeanie Ward-Waller – ClimatePlan Network
 Jared Sanchez – California Bicycle Coalition
 Aaron Hoyt – Nevada County Transportation Commission
 Jose Luis Caceres – Stanislaus Council of Governments
 Ivan Garcia – Butte County Association of Governments

Tab	Item Description	Ref#	Presenter	Type*	Agency*
19	Adoption of the FY 2024-25 Road Maintenance and Rehabilitation Account Local Streets and Roads Funding Subsequent Report of Eligible Cities Resolution G-24-69	4.6	LeighAnn Battaion	A	C

Recommendation: Approval

Action Taken: Approved

Motion: Bradshaw **Second:** Tiffany **Recused:** None **Absent:** Lugo

Vote result: 9-0

Ayes: Bradshaw, Cruz, Eager, Elliott, Falcon, Grisby, Guardino, Mann, and Tiffany

Nays: None

Abstained: None

Tab	Item Description	Ref#	Presenter	Type*	Agency*
20	Adoption of the State Route 710 Local Alternative Transportation Improvement Program Guidelines Resolution G-24-74	4.15	Rebecca Light	A	C

Recommendation: Approval

Action Taken: Approved

Motion: Grisby **Second:** Bradshaw **Recused:** None **Absent:** Lugo

Vote result: 9-0

Ayes: Bradshaw, Cruz, Eager, Elliott, Falcon, Grisby, Guardino, Mann, and Tiffany

Nays: None

Abstained: None

Tab	Item Description	Ref#	Presenter	Type*	Agency*
21	Advance 2024 Trade Corridor Enhancement Program Adoption for the Coastal Rail Infrastructure Resiliency Project in Orange County Resolution G-24-70, Amending Resolution G-24-40	4.7	Beverley Newman-Burckhard	A	C

Recommendation: Approval

Action Taken: Approved

Motion: Falcon **Second:** Eager **Recused:** None **Absent:** Lugo

Vote result: 9-0

Ayes: Bradshaw, Cruz, Eager, Elliott, Falcon, Grisby, Guardino, Mann, and Tiffany

Nays: None

Abstained: None

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

MEETING HANDOUT – Letters to the CTC

CTC MEETING**MINUTES****October 17-18, 2024**

Tab	Item Description	Ref#	Presenter	Type*	Agency*
22	Amended 2025 Active Transportation Program Guidelines for Two Metropolitan Planning Organizations Resolution G-24-71, Amending Resolution G-24-49	4.8	Emma Mallonee	A	C

Recommendation: Approval**Action Taken:** Approved**Motion:** Tiffany **Second:** Eager **Recused:** None **Absent:** Lugo**Vote result:** 9-0**Ayes:** Bradshaw, Cruz, Eager, Elliott, Falcon, Grisby, Guardino, Mann, and Tiffany**Nays:** None**Abstained:** None

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

YELLOW MEETING HANDOUT – Book Item Memorandum and Attachments.

Tab	Item Description	Ref#	Presenter	Type*	Agency*
23	Fiscal Year 2023-24 Senate Bill 1 Semi-Annual Report	3.14	Matthew Yosgott Angel Pyle	I	D

Commission Deputy Director Matthew Yosgott and Caltrans Senate Bill 1 Program Manager Angel Pyle presented this informational item.

INFORMATION CALENDAR

Tab	Item Description	Ref#	Presenter	Type*	Agency*
24	Informational Reports on Allocations Under Delegated Authority -- Emergency G-11 Allocations (2.5f.(1)): \$83,510,000 for 32 projects. -- SHOPP Safety Sub-Allocations (2.5f.(3)): \$150,351,000 for four projects. -- Minor G-05-05 Allocations (2.5f.(4)): \$4,408,000 for four projects.	2.5f.		I	D

This item was presented as part of the Information Calendar.

Monthly Reports on the Status of Contract Award for:

Tab	Item Description	Ref#	Presenter	Type*	Agency*
25	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*
26	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*
27	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*
28	Pre-Construction SHOPP Support Allocations, per Resolution G-06-08	3.3		I	D

This item was presented as part of the Information Calendar.

Quarterly Reports – FY 2023-24 – Fourth Quarter

Tab	Item Description	Ref#	Presenter	Type*	Agency*
29	Fiscal Year 2023-24 Caltrans Finance Report	3.5		I	D

This item was presented as part of the Information Calendar.

Tab	Item Description	Ref#	Presenter	Type*	Agency*
30	Report on Fiscal Year 2023-24 Right of Way Annual Allocation	3.6		I	D

This item was presented as part of the Information Calendar.

CTC MEETING**MINUTES****October 17-18, 2024**

Tab	Item Description	Ref#	Presenter	Type*	Agency*
31	Fourth Quarter – Project Delivery Report – Fiscal Year 2023-24	3.8		I	D

This item was presented as part of the Information Calendar.

Tab	Item Description	Ref#	Presenter	Type*	Agency*
32	Quarterly Report – Local Assistance Annual Allocation for the Period Ending June 30, 2024	3.10		I	D

This item was presented as part of the Information Calendar.

Other Reports

Tab	Item Description	Ref#	Presenter	Type*	Agency*
33	Update on the Minor B project list under the 2024-25 SHOPP Minor Construction Program.	3.1		I	D

This item was presented as part of the Information Calendar.

Tab	Item Description	Ref#	Presenter	Type*	Agency*
34	Monthly report on Local and Regional Agency Notices of Intent to Expend Funds on Fiscal Year 2024-25 Programmed STIP Projects Prior to Commission Allocation, per SB 184	3.4		I	C

This item was presented as part of the Information Calendar.

Tab	Item Description	Ref#	Presenter	Type*	Agency*
35	Proposition 1B Semi-Annual Report	3.9		I	D

This item was presented as part of the Information Calendar.

Tab	Item Description	Ref#	Presenter	Type*	Agency*
36	Third Quarter - Balance Report on AB 1012 "Use It or Lose It" Provision for Federal Fiscal Year 2022 Unobligated RSTP and CMAQ Funds	3.11		I	D

This item was presented as part of the Information Calendar.

Tab	Item Description	Ref#	Presenter	Type*	Agency*
37	Proposition 1A High-Speed Passenger Train Bond Program – Semi-Annual Report for Fiscal Year 2023-24	3.12		I	D

This item was presented as part of the Information Calendar.

Tab	Item Description	Ref#	Presenter	Type*	Agency*
38	Transit and Intercity Rail Capital Program (TIRCP) – Semi-Annual Report	3.13		I	D

This item was presented as part of the Information Calendar.

Tab	Item Description	Ref#	Presenter	Type*	Agency*
39	Final Close-Out Report on the 2023-24 Minor Program Allocation	3.15		I	D

This item was presented as part of the Information Calendar.

Tab	Item Description	Ref#	Presenter	Type*	Agency*
40	Fiscal Year 2023-24 Local Transportation Climate Adaptation Program Semi-Annual Report	3.17		I	D

This item was presented as part of the Information Calendar.

Tab	Item Description	Ref#	Presenter	Type*	Agency*
41	TIRCP Program Update	4.30		I	D

This item was presented as part of the Information Calendar.

BEGIN CONSENT CALENDAR**Recommendation:** Approval as revised**Action Taken:** Approved**Motion:** Eager **Second:** Falcon **Recused:** None **Absent:** Lugo**Vote result:** 9-0**Ayes:** Bradshaw, Cruz, Eager, Elliott, Falcon, Grisby, Guardino, Mann, and Tiffany**Nays:** None**Abstained:** None

Tab	Item Description	Ref#	Presenter	Type*	Agency*
42	<p><u>Approval of 12 Projects for Future Consideration of Funding:</u></p> <p>01-01-Men-101, PM 27.40 01-Men-128, PM R28.00 Rehab Multiple Transportation-Related Facilities Project Improve the existing maintenance stations in Ukiah and Boonville by replacing and upgrading existing substandard facilities and adding electric vehicle charging stations, in Mendocino County. (ND) (PPNO 7028) (SHOPP) Resolution E-24-94 <i>(Related Item under Ref. 2.5b.(2))</i></p> <p>02-03-ED-50, PM 18.7/R29.1 Placerville CAPM Project Preserve and extend the service life of the pavement and drainage system, upgrade non-standard median concrete barriers, guardrails, and Transportation Management System elements, and construct an acceleration lane and maintenance vehicle pullouts on United States Highway 50, in El Dorado County. (ND) (PPNO 3337) (SHOPP) Resolution E-24-95 <i>(Related Item under Ref. 2.5b.(2))</i></p> <p>03-03-ED-50, PM 39.70/58.85 El Dorado 50 CAPM Project Improve, preserve, and extend the pavement service life, rehabilitate drainage systems, and upgrade Transportation Management System elements, guardrail, lighting, and signs on United States Highway 50, in El Dorado County. (ND) (PPNO 3341) (SHOPP) Resolution E-24-96 <i>(Related Item under Ref. 2.5b.(2))</i></p> <p>04-03-Pla-80, PM 33.00/44.90 Alta Capital Maintenance Project Restore the service life of the roadway and rehabilitate drainage systems and Transportation Management System elements on Interstate 80, in Placer County. (ND) (PPNO 5140) (SHOPP) Resolution E-24-97 <i>(Related Item under Ref. 2.5b.(2))</i></p>	2.2c.(1)		A	D

Tab	Item Description	Ref#	Presenter	Type*	Agency*
	<p>05-05-Mon-1, PM R90.98/R102.031 Moss Landing CAPM Preserve pavement, replace Traffic Management System elements, upgrade Americans with Disabilities Act compliant curb ramps, and upgrade guardrails to Manual for Assessing Safety Hardware standards on State Route 1, in Monterey County. (ND) (PPNO 2889) (SHOPP) Resolution E-24-98 <i>(Related Item under Ref. 2.5b.(2))</i></p> <p>06-05-Mon-101, PM R9.2/R22.0 Bradley-San Ardo Capital Preventative Maintenance (CAPM) Project Roadway and drainage rehabilitation and infrastructure improvement on United States Highway 101 near Bradley and San Ardo, in Monterey County. (MND) (PPNO 2916) (SHOPP) Resolution E-24-99 <i>(Related Item under Ref. 2.5b.(2))</i></p> <p>07-05-SB-1, PM 48.9/49.3 05-SB-166, PM 0.0/8.9 Guadalupe Active Partnership for Signalization and CAPM to Santa Maria (GAPS-CAPM) Capital Preventive Maintenance project with intersection improvements on State Route (SR) 1 and SR 166, in Santa Barbara County. (MND) (PPNO 3006) (SHOPP) Resolution E-24-100 <i>(Related Item under Ref. 2.5b.(2))</i></p> <p>08-05-SLO-46, PM 30.7/32.4 State Route 46 East/Union Road Intersection Improvements Convert the at-grade intersection of State Route 46 East and Union Road/Paso Robles to a grade-separated crossing, in San Luis Obispo County. (MND) (PPNO 2528) (STIP) Resolution E-24-101 <i>(Related Item under Ref. 2.5c.(5))</i></p> <p>09-06-Mad-233, PM 1.80/3.88 Chowchilla Capital Preventative Maintenance Project Rehabilitate pavement and upgrade Transportation Management System elements, construct Complete Streets elements and broadband on State Route 233, in Madera County. (ND) (PPNO 7095) (SHOPP) Resolution E-24-111 <i>(Related Item under Ref. 2.5d.(3))</i></p> <p>10-08-SBd-15, PM R110.4/179.4 SBD I-15 Replace Rock Slope Protection (RSP) for 6 Bridges Replace Rock Slope Protection at Telephone Wash Bridge, Mescal Ditch Bridge, Cenda Ditch Bridge, and Ivanpah Ditch Bridge on Interstate 15, in San Bernadino County. (MND) (PPNO 3016N) (SHOPP) Resolution E-24-102 <i>(Related Item under Ref. 2.5b.(2))</i></p>				

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Tab	Item Description	Ref#	Presenter	Type*	Agency*
	11-08-SBd-18, PM 56.2/66.9 SBD-18 Baldwin Lake Pavement Rehabilitation Rehabilitate State Route 18 at Baldwin Lake, from 2 miles south of Holcomb Valley Road to Camp Rock Road, in San Bernardino County. (MND) (PPNO 3016F) (SHOPP) Resolution E-24-103 <i>(Related Item under Ref. 2.5b.(2))</i>				
	12-10-SJ-4, PM 13.9/14.2 San Joaquin River Garwood Bridge Rehabilitation Project Rehabilitate the San Joaquin River Garwood Bridge on State Route 4, in San Joaquin County. (ND) (PPNO 3401) (SHOPP) Resolution E-24-104 <i>(Related Item under Ref. 2.5b.(2))</i>				

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

Tab	Item Description	Ref#	Presenter	Type*	Agency*
43	<u>Approval of Project for Future Consideration of Funding:</u> 03-Sacramento County Arden Way Complete Streets Phase II Project Construct Class IV bike lanes, sidewalks, and bus turnouts. (MND) (PPNO 1814) (RIP-STIP) Resolution E-24-106	2.2c.(2)		A	C

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

Tab	Item Description	Ref#	Presenter	Type*	Agency*
44	<u>Approval of Project for Future Consideration of Funding:</u> 04-Santa Clara County Valley Transportation Authority Bay Area Rapid Transit Silicon Valley Phase II Extension Project Construct a 6-mile transit extension. (Addenda) (PPNO 2147E) (TIRCP) Resolution E-24-107	2.2c.(4)		A	C

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

Tab	Item Description	Ref#	Presenter	Type*	Agency*
45	<u>Approval of Project for Future Consideration of Funding:</u> 04-Son-116, PM 9.4/9.55 State Route 116 Slide Repair Project Stabilize the embankment and prevent additional landslides through the construction of a soldier pile retaining wall with ground anchors adjacent to the westbound lane on State Route 116, in Sonoma County. (ND Addendum) (PPNO 1464F) (SHOPP) Resolution E-24-110A <i>(Related Item under Ref. 2.5b.(1))</i>	2.2c.(7)		A	D

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

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Tab	Item Description	Ref#	Presenter	Type*	Agency*
46	<u>Two Relinquishment Resolutions</u> 11-SD-76-PM R12.8/R17.2 Right of way along State Route 76 between Sweetgrass Lane and Interstate Route 15, in the county of San Diego. Resolution R-4112 12-Ora-39-PM 11.6/12.9 State Route 39 within the city of Anaheim. Resolution R-4113 <i>(Related Item under Ref. 2.5b.(1))</i>	2.3c.		A	D

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

Tab	Item Description	Ref#	Presenter	Type*	Agency*
47	<u>One Vacation Resolution</u> 11-SD-76-PM R12.7/R16.3 Right of way along State Route 76 between Sweetgrass Lane and Pala Road, in the county of San Diego Resolution A-919	2.3d.		A	D

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

Tab	Item Description	Ref#	Presenter	Type*	Agency*
48 8 Ayes	<u>19 Resolutions of Necessity</u> Resolutions C-22452, C-22453, C-22456, C-22457, C-22459, C-22461, C-22464, and C-22469 through C-22480	2.4b.		A	D

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

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

In the Book Item Memorandum:

On page 23, under Resolution C-22470, add the following sentence to the last line of the first paragraph, after APN 072-130-0006: There is a concurrent Rescinding Resolution for this project on this month's Commission agenda, to rescind the RON approved in January 2024.

Resolution C-22461 (06-Fre-99-PM 24.15 – Parcel 89114-1 – EA 0W8009) Rosenbalm Properties, LLC, a California limited liability company – Withdrawn prior to the CTC meeting.

Resolution C-22469 (03-Gle-32-PM 1.21 – Parcel 38711-1, 2 – EA 0J5009) CLEMENTINE COOK, TRUSTEE OF THE CLEMENTINE COOK FAMILY TRUST, DATED APRIL 11, 2016 – Withdrawn prior to the CTC meeting.

Resolution C-22474 (05-SB-101-PM 36.7 – Parcel 12726-1 – EA 1C9519) FERNANDO J. VARGAS AND SANDRA L. VARGAS, TRUSTEES OF THE VARGAS FAMILY TRUST DATED MAY 8, 1955; ALEX VARGAS, TRUSTEE OF THE CASSANDRA L. VARGAS LEGACY TRUST, DATED DECEMBER 21, 2012; ALEX VARGAS, TRUSTEE OF THE LANCE L. VARGAS LEGACY TRUST, DATED DECEMBER 21, 2012 AND ALEX VARGAS, TRUSTEE OF THE CHASE R VARGAS LEGACY TRUST, DATED DECEMBER 21, 2012, EACH AS TO AN UNDIVIDED 25% INTEREST – Withdrawn prior to the CTC meeting.

Resolution C-22477 (08-SBd-210-PM R24.2 – Parcel 25854-1, 2 – EA 1M5609) MOBIL OIL CORPORATION, as to Parcel 4. Withdrawn prior to the CTC meeting Resolution C-22478 (08-SBd-210-PM R24.2 – Parcel 25855-1 – EA 1M5609) RAGHBIR L.

KAMBOH and KAMLESH KAMBOH, Trustees of the FAMILY TRUST OF RAGHBIR L. KAMBOH AND KAMLESH KAMBOH dated Aug 14, 2008, as to Parcels 1, 2, and 3 – Withdrawn prior to the CTC meeting.

Resolution C-22479 (10-Cal-26-PM 18.00 - Parcel 17537-1 - EA 1K8209) Fahmi Alsumeri, a married man – Withdrawn at the CTC meeting.

Resolution C-22480 (12-Ora-405-PM 6.1 – Parcel 104184-1 – EA 0Q9709) Orange County Flood Control District, a body corporate and politic – Withdrawn prior to the CTC meeting.

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Tab	Item Description	Ref#	Presenter	Type*	Agency*
49	Director's Deeds Items 1 through 13 Excess Lands - Return to State \$4,036,600	2.4d.		A	D

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

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

In the Book Item Memorandum:

On page 4, Director's Deed 08-07-LA-710 PM 27.8, revise Convey to: Holos Inc, Holos, Inc.
and El Serreno Community Trust El Sereno Community Land Trust.

Tab	Item Description	Ref#	Presenter	Type*	Agency*
50 8 Ayes	Rescinding Resolution of Necessity --Resolution CR-168 - Campora Properties, a California general partnership composed of Ronald D. Campora and Thomas Peter Campora, General Partners and TPC Properties, LLC, a California Limited Liability Company, as their interests may appear of record, Subject to Exception No. 17 herein. 03-Pla-80-PM 28.38	2.4e.		A	D

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

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

YELLOW REPLACEMENT ITEM – Book Item Memorandum only

Tab	Item Description	Ref#	Presenter	Type*	Agency*
51	<u>State Highway Operation and Protection Program (SHOPP) – Allocation Amendment</u> Request to amend the SHOPP Carbon Reduction Program project, in Santa Clara County, to revise the Construction (CON) phase fund type from a State Highway Account and Federal Trust Fund (FTF) split to only FTF. There is no change to the allocation amount. (PPNO 2927H) Resolution FP-24-24, Amending Resolution FP-23-120	2.5b.(3)		A	D

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

Tab	Item Description	Ref#	Presenter	Type*	Agency*
52	<u>SHOPP – Allocation Amendments</u> Request to amend two SHOPP projects. There is no change to the allocation amounts. Resolution FP-24-25, Amending Resolution FP-24-08	2.5b.(4)		A	D

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

Tab	Item Description	Ref#	Presenter	Type*	Agency*
53	<u>State Transportation Improvement Program (STIP) – Allocation Amendments</u> Request to amend three locally-administered STIP Planning, Programming and Monitoring (PPM) projects, off the State Highway System, to revise the Budget Year. There is no change to the allocation amounts. Resolution FP-24-34, Amending Resolution FP-24-12	2.5c.(6)		A	D

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

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Tab	Item Description	Ref#	Presenter	Type*	Agency*
54	STIP – Allocation Amendment Request to amend the locally-administered STIP Hetch Hetchy Railroad Trail Project, off the State Highway System, in Tuolumne County, to revise the Recipient and the Project ID. There is no change to the allocation amount. (PPNO 3570) Resolution FP-24-35, Amending Resolution FP-23-52	2.5c.(7) / 2.5v.(1)		A	D

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

Tab	Item Description	Ref#	Presenter	Type*	Agency*
55	Local Transportation Climate Adaptation Program (LTCAP) – Allocation Amendment Request to amend the locally-administered LTCAP US 50 Trip to Green Congestion Management and Resiliency Strategy project, in El Dorado County, to add the contribution from other sources and revise the element from capital to local. There is no change to the allocation amount. (PPNO 5450) Resolution LTCAP-A-2425-04, Amending Resolution LTCAP-A-2425-02	2.5p.(2)		A	D

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

Tab	Item Description	Ref#	Presenter	Type*	Agency*
56	LTCAP – Allocation Amendment Request to amend the locally-administered LTCAP OCTA Coastal Rail Infrastructure Corridor Resiliency Phase 1 project, off the State Highway System, in Orange County, to revise the fund type. There is no change to the allocation amount. (PPNO 1323) Resolution LTCAP-A-2425-05, Amending Resolution LTCAP-A-2425-03	2.5p.(3)		A	D

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

Tab	Item Description	Ref#	Presenter	Type*	Agency*
57	Trade Corridor Enhancement Program (TCEP) – Allocation Amendment Request to amend the State-Administered TCEP Otay Mesa East Land Port of Entry Early Work Package project, on the State Highway System, in San Diego County, to revise the outputs and the funding from Trade Corridor Enhancement Account (TCEA) to a TCEA and Federal Trust Fund split. There is no change to the allocation amount. (PPNO 0999H) Resolution TCEP-A-2425-09, Amending Resolution TCEP-A-2425-03 <i>(Related Items under Ref. 4.18 and 4.19)</i>	2.5s.(8)		A	D

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

Tab	Item Description	Ref#	Presenter	Type*	Agency*
58	Active Transportation Program (ATP) – Allocation Amendment Request to amend the locally-administered ATP Upper Broadway Pedestrian Connection Project, off the State Highway System, in El Dorado County, to split the original allocation between two Budget Authority Fiscal Years. There is no change to the allocation amount. (PPNO 1225) Resolution FATP-2425-05, Amending Resolution FATP-1819-14	2.5w.(3)		A	D

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

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Tab	Item Description	Ref#	Presenter	Type*	Agency*
59	<u>ATP – Allocation Amendment</u> Request to amend the locally-administered ATP Santa Ana and Fifth Protected Bike Lanes project, off the State Highway System, in Orange County, to split the original allocation between two Budget Authority fiscal years and assign a new Budget Act Item and Fund Type to the new Budget Authority. There is no change to the allocation amount. (PPNO 1011) Resolution FATP-2425-09, Amending Resolution FATP-1819-14	2.5w.(4)		A	D

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

Tab	Item Description	Ref#	Presenter	Type*	Agency*
60	<u>ATP – Allocation Amendment</u> Request to amend the locally-administered ATP Union Station Master Plan: Alameda Esplanade project, off the State Highway System, in Los Angeles County, from Cycle 2, to rescind the full amount of \$10,190,000 from the CON phase due to a third-party contract not being awarded within the Timely Use of Funds deadline. (PPNO 5121) Resolution FATP-2425-06, Amending Resolutions FATP-2122-09	2.5w.(5)		A	D

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

Tab	Item Description	Ref#	Presenter	Type*	Agency*
61	<u>Transit and Intercity Rail Capital Program (TIRCP) – Allocation Amendment</u> Request to amend the TIRCP (2018:1) Purchase Zero Emission High-Capacity Buses to Support Transbay Tomorrow and Clean Corridors Plan (Facilities and Bus Charging Infrastructure) component, in Alameda County, to deallocate \$460,000 from the PS&E phase to reflect component savings. (PPNO 2320B) Resolution TIRCP-2425-15, Amending Resolution TIRCP-2021-04 <i>(Related Item under Ref. 2.6g.(1))</i>	2.6g.(2)		A	D

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

Tab	Item Description	Ref#	Presenter	Type*	Agency*
62	<u>TIRCP – Allocation Amendment</u> Request to amend the TIRCP (2018:19) Valley Rail (Madera Station) component, in Madera County, to deallocate \$3,051,000 from the Right of Way phase to reflect component savings and to revise the Expenditure Authorization (EA) number. (PPNO CP035) Resolution TIRCP-2425-16, Amending Resolution TIRCP-2021-31	2.6g.(3)		A	D

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

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Tab	Item Description	Ref#	Presenter	Type*	Agency*
63	<u>TIRCP – Allocation Amendment</u> Request to amend the TIRCP (2022:12) Expanding Transit Services and Introducing Zero-Emission Fleets on California's North Coast (Hydrogen Infrastructure) component, in Humboldt County, to split the original Construction phase allocation of \$9,961,000 into two separate components as follows: <ul style="list-style-type: none"> • \$9,461,000 for the Hydrogen Infrastructure component. (PPNO CP101A) (2.6g.(5a)) Resolution TIRCP-2425-18, Amending Resolution TIRCP-2324-51 • \$500,000 for the Temporary Fueler component. (PPNO CP101F) (2.6g.(5b)) Resolution TIRCP-2425-19, Amending Resolution TIRCP-2324-51 	2.6g.(5)		A	D

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

Tab	Item Description	Ref#	Presenter	Type*	Agency*
64	<u>TIRCP – Allocation Amendment</u> Request to amend the TIRCP (2018:17) Blue Line Rail Corridor Transit Enhancements (American Plaza Pedestrian Enhancements) component, in San Diego County, to deallocate \$216,000 from the PS&E phase to reflect component savings. (PPNO CP032) Resolution TIRCP-2425-22S, Amending Resolution TIRCP-2122-02S <i>(Related Item under Ref. 2.6g.(1))</i>	2.6g.(8)		A	D

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

Tab	Item Description	Ref#	Presenter	Type*	Agency*
65	<u>TIRCP – Allocation Amendment</u> Request to amend the TIRCP (2022:9) City of Wasco Improving Air Quality and Economic Growth with Bus Electrification (Purchase 3 Zero-Emission Buses) component, in Kern County, to revise the component name and project description. There is no change to the allocation amount. (PPNO CP090) Resolution TIRCP-2425-23, Amending Resolution TIRCP-2324-27	2.6g.(9)		A	D

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

Tab	Item Description	Ref#	Presenter	Type*	Agency*
66	<u>TIRCP – Allocation Amendment</u> Request to amend the TIRCP (2022:16) Zero-Emission Transit Enhancement Project (Orange Line Improvement Project Passenger Information Sign Upgrades (VMS)) component, in San Diego County, to revise the EA number. There is no change to the allocation amount. (PPNO CP088D) Resolution TIRCP-2425-24, Amending Resolution TIRCP-2324-58	2.6g.(11)		A	D

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

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Tab	Item Description	Ref#	Presenter	Type*	Agency*
67	Trade Corridor Enhancement Program (TCEP) – Allocation Amendment Request to amend the TCEP Port of LA-Fenix Terminal Railyard Expansion & Modernization Project, in Los Angeles County, to revise the recipient and the district. There is no change to the allocation amount. (PPNO 5830) Resolution TCEP-A-2425-07, Amending Resolution TCEP-A-2324-29 (Related Item under Ref. 2.8b.(3))	2.6s.(2)		A	D

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

Tab	Item Description	Ref#	Presenter	Type*	Agency*
68	Assembly Bill 844 Green Empowerment Zone Appointment	4.10		A	C

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

Tab	Item Description	Ref#	Presenter	Type*	Agency*
69	Approval of the State Highway Operation and Protection Program Baseline Agreement for Transportation Management Systems on various routes in Ventura and Los Angeles counties Resolution SHOPP-P-2425-02B	4.11		A	C

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

Tab	Item Description	Ref#	Presenter	Type*	Agency*
70	Approval of three Active Transportation Program Baseline Agreements Resolution ATP-P-2425-01B (Related Item under Ref. 2.5w.(1))	4.13		A	C

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

END OF CONSENT CALENDAR**RIGHT-OF-WAY MATTERS**

Tab	Item Description	Ref#	Presenter	Type*	Agency*
71 8 Ayes	<u>Resolution of Necessity – Written Appearance</u> --06-Kin-41-PM 16.51 Chevron U.S.A. Inc, a California Corporation Resolution C-22467	2.4a.(1)	Tim Sobelman René Fletcher	A	D

Item was withdrawn.

Tab	Item Description	Ref#	Presenter	Type*	Agency*
72 8 Ayes	<u>Resolution of Necessity – Appearance</u> --06-Tul-190-PM 11.37 Young Oh Kwun, a single man Resolution C-22468	2.4a.(2)	Tim Sobelman Rizwan Tanvir	A	D

Recommendation: Approval

Action Taken: Approved

Motion: Cruz **Second:** Grisby **Recused:** None **Absent:** Lugo

Vote result: 9-0

Ayes: Bradshaw, Cruz, Eager, Elliott, Falcon, Grisby, Guardino, Mann, and Tiffany

Nays: None

Abstained: None

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

MEETING HANDOUT – Letters to the CTC

ENVIRONMENTAL MATTERS

Tab	Item Description	Ref#	Presenter	Type*	Agency*
73	Approval of Project for Future Consideration of Funding: 05-Mon-1, PM 20.9/21.3 Limekiln Creek Bridge Replacement Replace the Limekiln Creek bridge and construct viaducts on State Route 1, in Monterey County. (FEIR) (PPNO 2524) (SHOPP) Resolution E-24-105 <i>(Related Item under Ref. 2.5b.(2))</i>	2.2c.(3)	Cherry Zamora Jeremy Ketchum	A	C/D

Tabs 73-75 were voted together

Recommendation: Approval

Action Taken: Approved

Motion: Grisby **Second:** Eager **Recused:** None **Absent:** Lugo

Vote result: 9-0

Ayes: Bradshaw, Cruz, Eager, Elliott, Falcon, Grisby, Guardino, Mann, and Tiffany

Nays: None

Abstained: None

Tab	Item Description	Ref#	Presenter	Type*	Agency*
74	Approval of Project for Future Consideration of Funding: 05-Santa Cruz County Coastal Rail Trail Segments 10 and 11 Construct 4.15 miles of multi-use bicycle and pedestrian trail. (FEIR) (PPNO 3115A) (ATP) Resolution E-24-108 <i>(Related Item under Ref. 2.5w.(1))</i>	2.2c.(5)	Cherry Zamora	A	C

Tabs 73-75 were voted together

Recommendation: Approval

Action Taken: Approved

Motion: Grisby **Second:** Eager **Recused:** None **Absent:** Lugo

Vote result: 9-0

Ayes: Bradshaw, Cruz, Eager, Elliott, Falcon, Grisby, Guardino, Mann, and Tiffany

Nays: None

Abstained: None

Tab	Item Description	Ref#	Presenter	Type*	Agency*
75	Approval of Project for Future Consideration of Funding: 07-Los Angeles County Eastside Transit Corridor Phase 2 – Atlantic to Greenwood Construct a 4.6-mile light rail extension, stations, and a Maintenance and Storage Facility. (FEIR) (PPNO CP118) (TIRCP) Resolution E-24-109 <i>(Related Item under Ref. 2.6g.(1))</i>	2.2c.(6)	Cherry Zamora	A	C

Tabs 73-75 were voted together

Recommendation: Approval

Action Taken: Approved

Motion: Grisby **Second:** Eager **Recused:** None **Absent:** Lugo

Vote result: 9-0

Ayes: Bradshaw, Cruz, Eager, Elliott, Falcon, Grisby, Guardino, Mann, and Tiffany

Nays: None

Abstained: None

ALLOCATIONS AND SUPPLEMENTAL FUNDS REQUEST**Projects with costs that exceed the Programmed Amount by More than 20 Percent**

Tab	Item Description	Ref#	Presenter	Type*	Agency*
76	Request for \$1,379,000 (43.9 percent increase) allocation in Pre-Construction Support, Plans, Specifications, and Estimate (PS&E) phase, for the SHOPP Pavement Preservation project on State Route 29, in Lake County. (EA 0J930, PPNO 3132) Resolution FP-24-16 (Related Item under Ref. 2.5b.(2)))	2.5d.(1)	Tim Sobelman Matthew Brady	A	D

Tabs 76-83 were voted together

Recommendation: Approval

Action Taken: Approved

Motion: Eager **Second:** Falcon **Recused:** None **Absent:** Lugo

Vote result: 9-0

Ayes: Bradshaw, Cruz, Eager, Elliott, Falcon, Grisby, Guardino, Mann, and Tiffany

Nays: None

Abstained: None

Tab	Item Description	Ref#	Presenter	Type*	Agency*
77	Request for \$2,616,000 (29.2 percent increase) allocation in Construction Capital and \$930,000 (zero percent increase) allocation in Construction Support, for the SHOPP Safety Improvements project on United States Highway 101, in San Luis Obispo County. (EA 1N340, PPNO 3039) Resolution FP-24-17	2.5d.(2)	Tim Sobelman Scott Eades	A	D

Tabs 76-83 were voted together

Recommendation: Approval

Action Taken: Approved

Motion: Eager **Second:** Falcon **Recused:** None **Absent:** Lugo

Vote result: 9-0

Ayes: Bradshaw, Cruz, Eager, Elliott, Falcon, Grisby, Guardino, Mann, and Tiffany

Nays: None

Abstained: None

Tab	Item Description	Ref#	Presenter	Type*	Agency*
78	Request for \$3,600,000 (267.3 percent increase) allocation in Pre-Construction Support, PS&E phase and \$2,660,000 (8,766.7 percent increase) allocation in Right of Way (RW) Support phase, for the SHOPP Pavement Preservation project on State Route 233, in Madera County. (EA 0W860, PPNO 7095) Resolution FP-24-18 (Related Items under Ref. 2.1a.(1) and 2.2c.(1)))	2.5d.(3)	Tim Sobelman Diana Gomez	A	D

Tabs 76-83 were voted together

Recommendation: Approval

Action Taken: Approved

Motion: Eager **Second:** Falcon **Recused:** None **Absent:** Lugo

Vote result: 9-0

Ayes: Bradshaw, Cruz, Eager, Elliott, Falcon, Grisby, Guardino, Mann, and Tiffany

Nays: None

Abstained: None

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Tab	Item Description	Ref#	Presenter	Type*	Agency*
79	Request for \$5,924,000 (66.3 percent increase) allocation in Construction Capital and \$2,100,000 (40.0 percent increase) allocation in Construction Support, for the SHOPP Drainage System Restoration project on State Route 33, in Kern County. (EA 0X240, PPNO 6894) Resolution FP-24-19	2.5d.(4)	Tim Sobelman Diana Gomez	A	D

Tabs 76-83 were voted together

Recommendation: Approval

Action Taken: Approved

Motion: Eager **Second:** Falcon **Recused:** None **Absent:** Lugo

Vote result: 9-0

Ayes: Bradshaw, Cruz, Eager, Elliott, Falcon, Grisby, Guardino, Mann, and Tiffany

Nays: None

Abstained: None

Tab	Item Description	Ref#	Presenter	Type*	Agency*
80	Request for \$23,686,000 (44.1 percent increase) allocation in Construction Capital and \$4,205,000 (10.0 percent increase) allocation in Construction Support, for the SHOPP Pavement Preservation project on United States Highway 101, in Los Angeles County. (EA 34630, PPNO 5366) Resolution FP-24-20	2.5d.(5)	Tim Sobelman Gloria Roberts	A	D

Tabs 76-83 were voted together

Recommendation: Approval

Action Taken: Approved

Motion: Eager **Second:** Falcon **Recused:** None **Absent:** Lugo

Vote result: 9-0

Ayes: Bradshaw, Cruz, Eager, Elliott, Falcon, Grisby, Guardino, Mann, and Tiffany

Nays: None

Abstained: None

Tab	Item Description	Ref#	Presenter	Type*	Agency*
81	Request for \$22,460,000 (106.9 percent increase) allocation in Construction Capital and \$4,023,000 (40.7 percent increase) allocation in Construction Support, for the SHOPP Pavement Preservation project on State Route 232, in Ventura County. (EA 34680, PPNO 5373) Resolution FP-24-21	2.5d.(6)	Tim Sobelman Gloria Roberts	A	D

Tabs 76-83 were voted together

Recommendation: Approval

Action Taken: Approved

Motion: Eager **Second:** Falcon **Recused:** None **Absent:** Lugo

Vote result: 9-0

Ayes: Bradshaw, Cruz, Eager, Elliott, Falcon, Grisby, Guardino, Mann, and Tiffany

Nays: None

Abstained: None

CTC MEETING**MINUTES****October 17-18, 2024**

Tab	Item Description	Ref#	Presenter	Type*	Agency*
82	Request for \$11,451,000 (45.8 percent increase) allocation in Construction Capital and \$1,720,000 (zero percent increase) allocation in Construction Support, for the SHOPP Transportation Management Systems project at various locations, in Stanislaus and San Joaquin counties. (EA 1F970, PPNO 3443) Resolution FP-24-22	2.5d.(7)	Tim Sobelman Grace Magsayo	A	D

Tabs 76-83 were voted together

Recommendation: Approval

Action Taken: Approved

Motion: Eager **Second:** Falcon **Recused:** None **Absent:** Lugo

Vote result: 9-0

Ayes: Bradshaw, Cruz, Eager, Elliott, Falcon, Grisby, Guardino, Mann, and Tiffany

Nays: None

Abstained: None

Tab	Item Description	Ref#	Presenter	Type*	Agency*
83	Request for \$7,959,000 (52.9 percent increase) allocation in Construction Capital and \$1,400,000 (25.0 percent increase) allocation in Construction Support, for the SHOPP Americans with Disabilities Act Curb Ramps project on State Route 49, in Calaveras County. (EA 1H700, PPNO 3429) Resolution FP-24-23	2.5d.(8)	Tim Sobelman Grace Magsayo	A	D

Tabs 76-83 were voted together

Recommendation: Approval

Action Taken: Approved

Motion: Eager **Second:** Falcon **Recused:** None **Absent:** Lugo

Vote result: 9-0

Ayes: Bradshaw, Cruz, Eager, Elliott, Falcon, Grisby, Guardino, Mann, and Tiffany

Nays: None

Abstained: None

Capital Outlay Support (COS) Supplemental Fund Allocations

Tab	Item Description	Ref#	Presenter	Type*	Agency*
84	Request for an additional \$870,000 (125.7 percent increase) in Pre-Construction Support, PS&E phase, for the SHOPP Operational Improvements project on United States Highway 101, in Humboldt County. (EA 46480, PPNO 2251) Resolution FA-24-16	2.5e.(2)	Tim Sobelman Matthew Brady	A	D

Item was withdrawn.

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

MEETING HANDOUT – Letters to the CTC

CTC MEETING**MINUTES****October 17-18, 2024**

Tab	Item Description	Ref#	Presenter	Type*	Agency*
85	Request for an additional \$4,600,000 (116.8 percent increase) in Pre-Construction Support, PS&E phase, for the SHOPP Roadway Rehabilitation project on State Route 70, in Yuba County. (EA 0H160, PPNO 9820) Resolution FA-24-17 <i>(Related Item under Ref. 2.8d.(1))</i>	2.5e.(4)	Tim Sobelman Sergio Aceves	A	D

Tabs 85-89 were voted together

Recommendation: Approval

Action Taken: Approved

Motion: Eager **Second:** Falcon **Recused:** None **Absent:** Lugo

Vote result: 9-0

Ayes: Bradshaw, Cruz, Eager, Elliott, Falcon, Grisby, Guardino, Mann, and Tiffany

Nays: None

Abstained: None

Tab	Item Description	Ref#	Presenter	Type*	Agency*
86	Request for an additional \$439,000 (22.9 percent increase) in Pre-Construction Support, PS&E phase, for the SHOPP Bridge Rail Replacement and Upgrade project on State Route 1, in Monterey County. (EA 1H800, PPNO 2696) Resolution FA-24-18 <i>(Related Item under Ref. 2.8v.(4))</i>	2.5e.(7)	Tim Sobelman Scott Eades	A	D

Tabs 85-89 were voted together

Recommendation: Approval

Action Taken: Approved

Motion: Eager **Second:** Falcon **Recused:** None **Absent:** Lugo

Vote result: 9-0

Ayes: Bradshaw, Cruz, Eager, Elliott, Falcon, Grisby, Guardino, Mann, and Tiffany

Nays: None

Abstained: None

Tab	Item Description	Ref#	Presenter	Type*	Agency*
87	Request for an additional \$995,000 (34.5 percent increase) in Pre-Construction Support, PS&E phase, for the SHOPP Pavement Preservation project on State Route 145, in Madera County. (EA 0Y180, PPNO 7005) Resolution FA-24-19	2.5e.(9)	Tim Sobelman Diana Gomez	A	D

Tabs 85-89 were voted together

Recommendation: Approval

Action Taken: Approved

Motion: Eager **Second:** Falcon **Recused:** None **Absent:** Lugo

Vote result: 9-0

Ayes: Bradshaw, Cruz, Eager, Elliott, Falcon, Grisby, Guardino, Mann, and Tiffany

Nays: None

Abstained: None

CTC MEETING**MINUTES****October 17-18, 2024**

Tab	Item Description	Ref#	Presenter	Type*	Agency*
88	Request for an additional \$1,929,000 (89.5 percent increase) in Pre-Construction Support, Project Approval and Environmental Document (PA&ED) phase, for the SHOPP Pavement Preservation project on State Route 1, in Los Angeles County. (EA 36150, PPNO 5625) Resolution FA-24-20	2.5e.(12)	Tim Sobelman Gloria Roberts	A	D

Tabs 85-89 were voted together

Recommendation: Approval

Action Taken: Approved

Motion: Eager **Second:** Falcon **Recused:** None **Absent:** Lugo

Vote result: 9-0

Ayes: Bradshaw, Cruz, Eager, Elliott, Falcon, Grisby, Guardino, Mann, and Tiffany

Nays: None

Abstained: None

Tab	Item Description	Ref#	Presenter	Type*	Agency*
89	Request for an additional \$10,150,000 (283.1 percent increase) in Pre-Construction Support, PS&E phase and \$350,000 (32.4 percent increase) in RW Support phase, for the SHOPP Roadway Rehabilitation project on State Route 58, in Kern County. (EA 37920, PPNO 2668) Resolution FA-24-21 <i>(Related Item under Ref. 2.1a.(1))</i>	2.5e.(13)	Tim Sobelman Ryan Dermody	A	D

Tabs 85-89 were voted together

Recommendation: Approval

Action Taken: Approved

Motion: Eager **Second:** Falcon **Recused:** None **Absent:** Lugo

Vote result: 9-0

Ayes: Bradshaw, Cruz, Eager, Elliott, Falcon, Grisby, Guardino, Mann, and Tiffany

Nays: None

Abstained: None

Capital – Supplemental Fund Allocations (Award)

Tab	Item Description	Ref#	Presenter	Type*	Agency*
90	Request for an additional \$5,770,000 (12.1 percent increase) in Construction Capital for the SHOPP Pavement Preservation project on State Route 2, in Los Angeles County. (EA 33360, PPNO 5184) Resolution FA-24-23 <i>(Related Item under Ref. 2.8v.(3))</i>	2.5e.(11)	Tim Sobelman Gloria Roberts	A	D

Tabs 90-94 were voted together

Recommendation: Approval

Action Taken: Approved

Motion: Grisby **Second:** Bradshaw **Recused:** None **Absent:** Lugo

Vote result: 9-0

Ayes: Bradshaw, Cruz, Eager, Elliott, Falcon, Grisby, Guardino, Mann, and Tiffany

Nays: None

Abstained: None

Capital – Supplemental Fund Allocations (Complete Construction)

Tab	Item Description	Ref#	Presenter	Type*	Agency*
91	Request for an additional \$18,200,000 (5.8 percent increase) in Construction Capital \$3,500,000 (13.6 percent increase) in Construction Support for the SHOPP Roadway Rehabilitation project on United States Highway 50, in Sacramento County. (EA 0H08U, PPNO 6254) Resolution FA-24-24	2.5e.(3)	Tim Sobelman Sergio Aceves	A	D

Tabs 90-94 were voted together

Recommendation: Approval

Action Taken: Approved

Motion: Grisby **Second:** Bradshaw **Recused:** None **Absent:** Lugo

Vote result: 9-0

Ayes: Bradshaw, Cruz, Eager, Elliott, Falcon, Grisby, Guardino, Mann, and Tiffany

Nays: None

Abstained: None

Tab	Item Description	Ref#	Presenter	Type*	Agency*
92	Request for an additional \$11,000,000 (67.9 percent increase) in Construction Capital and \$3,700,000 (119.4 percent increase) in Construction Support for the SHOPP Major Damage (Permanent Restoration) project on State Route 12, in Sacramento and Solano counties. (EA 3J330, PPNO 5965) Resolution FA-24-25	2.5e.(5)	Tim Sobelman Sergio Aceves	A	D

Tabs 90-94 were voted together

Recommendation: Approval

Action Taken: Approved

Motion: Grisby **Second:** Bradshaw **Recused:** None **Absent:** Lugo

Vote result: 9-0

Ayes: Bradshaw, Cruz, Eager, Elliott, Falcon, Grisby, Guardino, Mann, and Tiffany

Nays: None

Abstained: None

Tab	Item Description	Ref#	Presenter	Type*	Agency*
93	Request for an additional \$13,150,000 (8.2 percent increase) in Construction Capital for the SHOPP Roadway Rehabilitation project on State Route 14, in Los Angeles County. (EA 31600, PPNO 4887) Resolution FA-24-28	2.5e.(10)	Tim Sobelman Gloria Roberts	A	D

Tabs 90-94 were voted together

Recommendation: Approval

Action Taken: Approved

Motion: Grisby **Second:** Bradshaw **Recused:** None **Absent:** Lugo

Vote result: 9-0

Ayes: Bradshaw, Cruz, Eager, Elliott, Falcon, Grisby, Guardino, Mann, and Tiffany

Nays: None

Abstained: None

CTC MEETING**MINUTES****October 17-18, 2024**

Tab	Item Description	Ref#	Presenter	Type*	Agency*
94	Request for an additional \$2,125,000 (17.1 percent increase) in Construction Capital for the SHOPP Bridge Rehabilitation and Replacement project on Interstate 5, in Stanislaus County. (EA 1H280, PPNO 3420) Resolution FA-24-29	2.5e.(15)	Tim Sobelman Grace Magsayo	A	D

Tabs 90-94 were voted together

Recommendation: Approval

Action Taken: Approved

Motion: Grisby **Second:** Bradshaw **Recused:** None **Absent:** Lugo

Vote result: 9-0

Ayes: Bradshaw, Cruz, Eager, Elliott, Falcon, Grisby, Guardino, Mann, and Tiffany

Nays: None

Abstained: None

Tab	Item Description	Ref#	Presenter	Type*	Agency*
95	Request for an additional \$4,937,000 (23.4 percent increase) in Construction Capital for the STIP I-80/Gilman Interchange Bicycle/Pedestrian Overcrossing and Access Improvements (Phase 2: Interchange) project on Interstate 80, in Alameda County. (EA 0A772, PPNO 2323B) Resolution FA-24-26	2.5e.(6)	Kacey Ruggiero Dina El-Tawansy	A	D

Recommendation: Approval

Action Taken: Approved

Motion: Tiffany **Second:** Bradshaw **Recused:** None **Absent:** Lugo

Vote result: 9-0

Ayes: Bradshaw, Cruz, Eager, Elliott, Falcon, Grisby, Guardino, Mann, and Tiffany

Nays: None

Abstained: None

Capital – Supplemental Fund Allocations (Closeout)

Tab	Item Description	Ref#	Presenter	Type*	Agency*
96	Request for an additional \$2,836,000 (29.1 percent increase) in Construction Capital for the SHOPP Transportation Permit Requirements for Bridges project on United States Highway 101, in Humboldt County. (EA 0E770, PPNO 2400) Resolution FA-24-30	2.5e.(1)	Tim Sobelman Matthew Brady	A	D

Recommendation: Approval

Action Taken: Approved

Motion: Bradshaw **Second:** Grisby **Recused:** None **Absent:** Lugo

Vote result: 9-0

Ayes: Bradshaw, Cruz, Eager, Elliott, Falcon, Grisby, Guardino, Mann, and Tiffany

Nays: None

Abstained: None

Multi-Funded Trade Corridor Enhancement Program (TCEP), Local Partnership Program (LPP) (Formulaic) and State Transportation Improvement Program (STIP) Supplemental Allocation

Tab	Item Description	Ref#	Presenter	Type*	Agency*
97	Request for an additional \$51,651,000 (77.6 percent increase) in Construction Capital for the locally-administered multi-funded TCEP/LPP (Formulaic)/STIP Interstate 15 Corridor Freight Improvement Project Auxiliary Lanes and Express Lanes – Construction, in San Bernardino and Riverside counties. (EA 0R801, PPNO 0167M) Resolution TCEP-A-2425-04S Resolution LPP-A-2425-09S Resolution FA-24-31	2.5s.(9)	Matthew Yosgott Catalino Pining III	A	D

Recommendation: Approval

Action Taken: Approved

Motion: Grisby **Second:** Eager **Recused:** None **Absent:** Lugo

Vote result: 9-0

Ayes: Bradshaw, Cruz, Eager, Elliott, Falcon, Grisby, Guardino, Mann, and Tiffany

Nays: None

Abstained: None

PROGRAM UPDATES

State Highway Operation and Protection Program (SHOPP)

Tab	Item Description	Ref#	Presenter	Type*	Agency*
98	<u>SHOPP Amendments for Approval:</u> Request to: --Add 32 new projects into the 2024 SHOPP. (2.1a.(1a) and 2.1a.(1b)) --Revise 18 projects currently programmed in the 2024 SHOPP. ((2.1a.(1d), 2.1a.(1e), and 2.1a.(1f)) SHOPP Amendment 24H-005 <i>(Related Items under Ref. 2.5b.(1), 2.5b.(2), 2.5d.(3), and 2.5e.(13))</i>	2.1a.(1)	Jon Pray James R. Anderson	A	D

Recommendation: Approval as revised

Action Taken: Approved

Motion: Bradshaw **Second:** Cruz **Recused:** None **Absent:** Lugo

Vote result: 9-0

Ayes: Bradshaw, Cruz, Eager, Elliott, Falcon, Grisby, Guardino, Mann, and Tiffany

Nays: None

Abstained: None

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

In the Book Item Attachment 2.1a.(1a):

Project 6 – PPNO 08-3023J – Riverside County – Revise the EA from 08-1P76U to 08-1P761.

In the Book Item Attachment 2.1a.(1d):

Project 3 – EA 04-4W250/PPNO 04-2913P – Solano County – Withdrawn prior to the CTC meeting.

CTC MEETING**MINUTES****October 17-18, 2024**

Tab	Item Description	Ref#	Presenter	Type*	Agency*
99	Director's Orders Annual Close-out Report for Fiscal Year 2023-24	4.16	Jon Pray Mauricio Serrano	I	D

Commission Assistant Chief Engineer Jon Pray presented this informational item.

Local Partnership Program (LPP) (Formulaic)

Tab	Item Description	Ref#	Presenter	Type*	Agency*
100	2022 Local Partnership Formulaic Program Fund Distribution Amendment Resolution LPP-P-2425-03, Amending Resolution LPP-P-2425-01	4.20	Leishara Ward	A	C

Recommendation: Approval

Action Taken: Approved

Motion: Grisby **Second:** Bradshaw **Recused:** None **Absent:** Lugo

Vote result: 9-0

Ayes: Bradshaw, Cruz, Eager, Elliott, Falcon, Grisby, Guardino, Mann, and Tiffany

Nays: None

Abstained: None

Speakers:

Ann Marie Weibel – Member of the public

Trade Corridor Enhancement Program (TCEP)

Tab	Item Description	Ref#	Presenter	Type*	Agency*
101	<u>2022 Trade Corridor Enhancement Program Amendment:</u> Amendments to the Otay Mesa East Port of Entry Project, the Southern California Hydrogen Fueling Stations Project, and the U.S. 395 Freight Mobility and Safety Project. Resolution G-24-73, Amending Resolution G-24-54 <i>(Related Item under Ref. 2.5s.(5), 2.5s.(6), and 2.5s.(8))</i>	4.18	Beverley Newman-Burckhard	A	C

Tabs 101 and 102 were voted together

Recommendation: Approval as revised

Action Taken: Approved

Motion: Falcon **Second:** Cruz **Recused:** None **Absent:** Lugo

Vote result: 9-0

Ayes: Bradshaw, Cruz, Eager, Elliott, Falcon, Grisby, Guardino, Mann, and Tiffany

Nays: None

Abstained: None

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

In the Book Item Memorandum:

On page 1, under RECOMMENDATION, under the US 395 Freight Mobility and Safety Project bullet, sixth line, revise \$74,583,000 to \$30,000,000.

On page 4, under the US 395 Freight Mobility and Safety Project subsection revise the following:

On the third line, revise \$79,583,000 to \$35,000,000.

On the fifth line, revise \$74,583,000 to \$30,000,000.

On the sixteenth line, revise \$79,583,000 to \$35,000,000.

On page 5, revise the following:

Under Number 3, second line, revise \$74,583,000 to \$30,000,000.

Under BACKGROUND, fifth line, revise \$79,583,000 to \$35,000,000.

CTC MEETING**MINUTES****October 17-18, 2024**

Tab	Item Description	Ref#	Presenter	Type*	Agency*
102	2022 Trade Corridor Enhancement Program Baseline Agreement Amendment: Amendment to the Baseline Agreement for the Otay Mesa East Port of Entry Project. Resolution TCEP-P-2425-01BA, Amending Resolution TCEP-P-2324-02B (<i>Related Item under Ref. 2.5s.(8)</i>)	4.19	Beverley Newman-Burckhard	A	C

Tabs 101 and 102 were voted together

Recommendation: Approval

Action Taken: Approved

Motion: Falcon **Second:** Cruz **Recused:** None **Absent:** Lugo

Vote result: 9-0

Ayes: Bradshaw, Cruz, Eager, Elliott, Falcon, Grisby, Guardino, Mann, and Tiffany

Nays: None

Abstained: None

ALLOCATIONS**Annual Allocation**

Tab	Item Description	Ref#	Presenter	Type*	Agency*
103	<u>Local Assistance (Federal) – Annual Allocation</u> Request of \$2,633,257,000 in Federal Funds for Local Assistance Annual Allocation for Fiscal Year 2024-25 Resolution FM-24-01	2.5h.	Kacey Ruggiero Dee Lam	A	D

Tabs 103-106 were voted together

Recommendation: Approval

Action Taken: Approved

Motion: Bradshaw **Second:** Tiffany **Recused:** None **Absent:** Lugo

Vote result: 9-0

Ayes: Bradshaw, Cruz, Eager, Elliott, Falcon, Grisby, Guardino, Mann, and Tiffany

Nays: None

Abstained: None

SHOPP Minor Program Allocation

Tab	Item Description	Ref#	Presenter	Type*	Agency*
104	Request \$1,250,000 for one District Minor project. Resolution FP-24-33	2.5a.	Jon Pray James R. Anderson	A	D

Tabs 103-106 were voted together

Recommendation: Approval

Action Taken: Approved

Motion: Bradshaw **Second:** Tiffany **Recused:** None **Absent:** Lugo

Vote result: 9-0

Ayes: Bradshaw, Cruz, Eager, Elliott, Falcon, Grisby, Guardino, Mann, and Tiffany

Nays: None

Abstained: None

SHOPP Allocations

Tab	Item Description	Ref#	Presenter	Type*	Agency*
105	Request \$604,009,000 for 24 SHOPP projects. Resolution FP-24-27 <i>(Related Items under Ref. 2.1a.(1), 2.2c.(7), 2.3c., and 2.5c.(2))</i>	2.5b.(1)	Jon Pray James R. Anderson	A	D

Tabs 103-106 were voted together

Recommendation: Approval as revised.

Action Taken: Approved

Motion: Bradshaw **Second:** Tiffany **Recused:** None **Absent:** Lugo

Vote result: 9-0

Ayes: Bradshaw, Cruz, Eager, Elliott, Falcon, Grisby, Guardino, Mann, and Tiffany

Nays: None

Abstained: None

Speakers:

Janice Parvin – County of Ventura

Chris Enegren – City of Moorpark

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

In the Book Item Memorandum:

Under the ISSUE, RECOMMENDATION, and BACKGROUND,

Revise \$604,009,000 to \$602,675,000 for 24 SHOPP projects.

Under the FINANCIAL RESOLUTION, first line,

Revise \$509,777,000 to \$508,443,000

In the Book Item Attachment:

Project 1 – EA 01-0F711/PPNO 01-4630M – Mendocino County – revise the CEQA document type from ND to MND and future consideration of funding Resolution from E-17-47; August 2017 to E-21-100; December 2021

Project 5 – EA 04-0P930/PPNO 04-2022K – Contra Costa County – revise the Performance Measure note from Planned: 1,294.0, Actual: 1,294.0 Linear feet rail to Planned: 2.0, Actual: 2.0 Bridge(s) and the Performance Measure table as follows:

Performance Measure: Bridge(s)

	Unit	Good	Fair	Poor	Quantity
Existing Condition	Square feet	0.0	10,689.0	9,881.0	20,570.0
Post Condition	Square feet	2,657.0	10,689.0	9,881.0	23,227.0

Project 23 – EA 11-43127/PPNO 11-1434 – San Diego County – revise the following:

The total Allocation Amount from \$105,036,000 to \$103,702,000.

The CONST RMRA amount from \$7,817,000 to \$7,705,000.

The CONST FTF amount from \$84,914,000 to \$83,692,000.

The total CONST amount from \$92,731,000 to \$91,397,000.

Remove the following note from the vote box: 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.

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Tab	Item Description	Ref#	Presenter	Type*	Agency*
106	Request of \$75,360,000 for 61 2024 SHOPP preconstruction project phases for environmental support, design, and R/W support. Resolution FP-24-28 <i>(Related Items under Ref. 2.1a.(1), 2.2c.(1), 2.2c.(3), and 2.5d.(1))</i>	2.5b.(2)	Jon Pray James R. Anderson	A	D

Tabs 103-106 were voted together

Recommendation: Approval as revised.

Action Taken: Approved

Motion: Bradshaw **Second:** Tiffany **Recused:** None **Absent:** Lugo

Vote result: 9-0

Ayes: Bradshaw, Cruz, Eager, Elliott, Falcon, Grisby, Guardino, Mann, and Tiffany

Nays: None

Abstained: None

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

In the Book Item Attachment 2.5b.(2a):

Project 15 – PPNO 08-3023J – Riverside County – Revise the EA from 08-1P76U to 08-1P761.

STIP Allocations

Tab	Item Description	Ref#	Presenter	Type*	Agency*
107	Request an allocation of \$40,571,000 for the Right of Way Capital phase of the State-Administered Lake 29 Expressway - Segment 2B project, on State Route 29, in Lake County. (PPNO 3121) Resolution FP-24-28	2.5c.(1)	Kacey Ruggiero James R. Anderson	A	D

Tabs 107-111 were voted together

Recommendation: Approval as revised.

Action Taken: Approved

Motion: Eager **Second:** Falcon **Recused:** None **Absent:** Lugo

Vote result: 9-0

Ayes: Bradshaw, Cruz, Eager, Elliott, Falcon, Grisby, Guardino, Mann, and Tiffany

Nays: None

Abstained: None

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

In the Book Item Memorandum:

On page 1, revise the third line of the Subject from RESOLUTION FP-24-28 to FP-24-26

In the Book Item Attachment:

Revise the Resolution from FP-24-28 to FP-24-26

Tab	Item Description	Ref#	Presenter	Type*	Agency*
108	Request of \$3,700,000 for two State-Administered STIP projects, on the State Highway System. Resolution FP-24-29 <i>(Related Item under Ref. 2.5b.(1))</i>	2.5c.(2)	Kacey Ruggiero James R. Anderson	A	D

Tabs 107-111 were voted together

Recommendation: Approval

Action Taken: Approved

Motion: Eager **Second:** Falcon **Recused:** None **Absent:** Lugo

Vote result: 9-0

Ayes: Bradshaw, Cruz, Eager, Elliott, Falcon, Grisby, Guardino, Mann, and Tiffany

Nays: None

Abstained: None

CTC MEETING**MINUTES****October 17-18, 2024**

Tab	Item Description	Ref#	Presenter	Type*	Agency*
109	Request of \$1,695,000 for 12 locally-administered STIP and Planning, Programming, and Monitoring projects, off the State Highway System. Resolution FP-24-30	2.5c.(3)	Kacey Ruggiero Dee Lam	A	D

Tabs 107-111 were voted together

Recommendation: Approval

Action Taken: Approved

Motion: Eager **Second:** Falcon **Recused:** None **Absent:** Lugo

Vote result: 9-0

Ayes: Bradshaw, Cruz, Eager, Elliott, Falcon, Grisby, Guardino, Mann, and Tiffany

Nays: None

Abstained: None

Tab	Item Description	Ref#	Presenter	Type*	Agency*
110	Request of \$1,550,000 for the locally-administered STIP Route 46/Union Road Intersection Improvements project, on the State Highway System, in San Luis Obispo County. (PPNO 2528) Resolution FP-24-31 <i>(Related Item under Ref. 2.2c.(1))</i>	2.5c.(5)	Kacey Ruggiero James R. Anderson	A	D

Tabs 107-111 were voted together

Recommendation: Approval

Action Taken: Approved

Motion: Eager **Second:** Falcon **Recused:** None **Absent:** Lugo

Vote result: 9-0

Ayes: Bradshaw, Cruz, Eager, Elliott, Falcon, Grisby, Guardino, Mann, and Tiffany

Nays: None

Abstained: None

STIP Transit Allocation

Tab	Item Description	Ref#	Presenter	Type*	Agency*
111	Request of \$7,952,000 for the locally-administered STIP New Flyer Mid Life Overhaul – Phase II Transit project, in San Francisco County. (PPNO 2014W) Resolution MFP-24-01	2.6a.	Kacey Ruggiero Dee Lam	A	D

Tabs 107-111 were voted together

Recommendation: Approval

Action Taken: Approved

Motion: Eager **Second:** Falcon **Recused:** None **Absent:** Lugo

Vote result: 9-0

Ayes: Bradshaw, Cruz, Eager, Elliott, Falcon, Grisby, Guardino, Mann, and Tiffany

Nays: None

Abstained: None

LPP (Formulaic) Transit Allocation

Tab	Item Description	Ref#	Presenter	Type*	Agency*
112	Request of \$400,000 for the locally-administered LPP (Formulaic) Truckee Railyard Transit Center – Phase 2 project, in Nevada County. (PPNO 3220) Resolution LPP-A-2425-08	2.6s.(1)	Benjamin Williams Dee Lam	A	D

Tabs 112-114 were voted together

Recommendation: Approval

Action Taken: Approved

Motion: Tiffany **Second:** Mann **Recused:** None **Absent:** Lugo

Vote result: 9-0

Ayes: Bradshaw, Cruz, Eager, Elliott, Falcon, Grisby, Guardino, Mann, and Tiffany

Nays: None

Abstained: None

LPP (Formulaic) Allocation

Tab	Item Description	Ref#	Presenter	Type*	Agency*
113	Request of \$1,204,000 for the locally-administered LPP (Formulaic) Bellam Boulevard Off-Ramp Improvement Project, on the State Highway System, in Marin County. (PPNO 2092H) Resolution LPP-A-2425-06	2.5s.(2)	Benjamin Williams James R. Anderson	A	D

Tabs 112-114 were voted together

Recommendation: Approval

Action Taken: Approved

Motion: Tiffany **Second:** Mann **Recused:** None **Absent:** Lugo

Vote result: 9-0

Ayes: Bradshaw, Cruz, Eager, Elliott, Falcon, Grisby, Guardino, Mann, and Tiffany

Nays: None

Abstained: None

Tab	Item Description	Ref#	Presenter	Type*	Agency*
114	Request of \$2,625,000 for the locally-administered LPP (Formulaic) National Trails Highway Bridge Replacements – Dagget – Yermo Road to Amboy Road and Goffs Road east to I-40 project, off the State Highway System, in San Bernardino County. (PPNO 1341) Resolution LPP-A-2425-07	2.5s.(3)	Benjamin Williams Dee Lam	A	D

Tabs 112-114 were voted together

Recommendation: Approval

Action Taken: Approved

Motion: Tiffany **Second:** Mann **Recused:** None **Absent:** Lugo

Vote result: 9-0

Ayes: Bradshaw, Cruz, Eager, Elliott, Falcon, Grisby, Guardino, Mann, and Tiffany

Nays: None

Abstained: None

TCEP Allocation

Tab	Item Description	Ref#	Presenter	Type*	Agency*
115	Request of \$3,750,000 for the locally-administered TCEP US 395 – Phase 2 Freight Mobility and Safety Project – Zero – Emission Procurement Component project, off the State Highway System, in San Bernardino County. (PPNO 1323A) Resolution TCEP-A-2425-05 (<i>Related Item under Ref. 4.18</i>)	2.5s.(5)	Kenneth Lopez Dee Lam	A	D

Tabs 115-117 were voted together

Recommendation: Approval

Action Taken: Approved

Motion: Eager **Second:** Bradshaw **Recused:** None **Absent:** Lugo

Vote result: 9-0

Ayes: Bradshaw, Cruz, Eager, Elliott, Falcon, Grisby, Guardino, Mann, and Tiffany

Nays: None

Abstained: None

Tab	Item Description	Ref#	Presenter	Type*	Agency*
116	Request of \$16,305,000 for two State-Administered TCEP projects, off the State Highway System. Resolution TCEP-A-2425-08 (<i>Related Item under Ref. 4.18</i>)	2.5s.(6)	Kenneth Lopez Dee Lam	A	D

Tabs 115-117 were voted together

Recommendation: Approval

Action Taken: Approved

Motion: Eager **Second:** Bradshaw **Recused:** None **Absent:** Lugo

Vote result: 9-0

Ayes: Bradshaw, Cruz, Eager, Elliott, Falcon, Grisby, Guardino, Mann, and Tiffany

Nays: None

Abstained: None

Multi-Funded STIP/TCEP – Advance Allocation

Tab	Item Description	Ref#	Presenter	Type*	Agency*
117	Request of \$7,100,000 for the locally-administered multi-funded STIP/TCEP Centennial Corridor SB99 to WB58 Connector project, on the State Highway System, in Kern County, programmed in Fiscal Year 2025-26. (PPNO 8030) Resolution FP-24-32 Resolution TCEP-A-2425-06	2.5s.(7)	Kenneth Lopez James R. Anderson	A	D

Tabs 115-117 were voted together

Recommendation: Approval

Action Taken: Approved

Motion: Eager **Second:** Bradshaw **Recused:** None **Absent:** Lugo

Vote result: 9-0

Ayes: Bradshaw, Cruz, Eager, Elliott, Falcon, Grisby, Guardino, Mann, and Tiffany

Nays: None

Abstained: None

ATP Allocations

Tab	Item Description	Ref#	Presenter	Type*	Agency*
118	Request of \$51,814,000 for 14 locally-administered ATP projects, off the State Highway System. Resolution FATP-2425-07 <i>(Related Items under Ref. 2.2c.(5) and 4.13)</i>	2.5w.(1)	Jaeden Gales Dee Lam	A	D

Tabs 118 and 119 were voted together

Recommendation: Approval as revised.

Action Taken: Approved

Motion: Cruz **Second:** Grisby **Recused:** None **Absent:** Lugo

Vote result: 9-0

Ayes: Bradshaw, Cruz, Eager, Elliott, Falcon, Grisby, Guardino, Mann, and Tiffany

Nays: None

Abstained: None

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

In the Book Item Attachment:

Project 2 – PPNO 2361 – Add 10/11/2024 for the Right of Way Certification date.

Advance – ATP Allocations

Tab	Item Description	Ref#	Presenter	Type*	Agency*
119	Request of \$515,000 for the locally-administered ATP Valley Boulevard and Mill Street Gap Closure Project, off the State Highway System, in Kern County, programmed in Fiscal Year 2025-26. (PPNO 2618) Resolution FATP-2425-08	2.5w.(2)	Jaeden Gales Dee Lam	A	D

Tabs 118 and 119 were voted together

Recommendation: Approval

Action Taken: Approved

Motion: Cruz **Second:** Grisby **Recused:** None **Absent:** Lugo

Vote result: 9-0

Ayes: Bradshaw, Cruz, Eager, Elliott, Falcon, Grisby, Guardino, Mann, and Tiffany

Nays: None

Abstained: None

TIRCP Allocations

Tab	Item Description	Ref#	Presenter	Type*	Agency*
120	Request of \$38,881,000 for five TIRCP projects. Resolution TIRCP-2425-26 <i>(Related Items under Ref. 2.2c.(6), 2.6g.(2), and 2.6g.(8))</i>	2.6g.(1)	Kat Kim Dee Lam	A	D

Recommendation: Approval as revised.

Action Taken: Approved

Motion: Falcon **Second:** Mann **Recused:** None **Absent:** Lugo

Vote result: 9-0

Ayes: Bradshaw, Cruz, Eager, Elliott, Falcon, Grisby, Guardino, Mann, and Tiffany

Nays: None

Abstained: None

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

In the Book Item Attachment:

Project 1 – PPNO CP101 – Humboldt County – Revise the Project ID from 0025000041 to 0025000500

TIME EXTENSION REQUESTS**SHOPP Time Extensions**

Tab	Item Description	Ref#	Presenter	Type*	Agency*
121	Request to extend the period of project completion for seven SHOPP projects, per SHOPP Guidelines. Waiver 24-147	2.8c.(1)	Ahmed Ghonim James Anderson	A	D

Tabs 121-137 were voted together

Recommendation: Approval

Action Taken: Approved

Motion: Cruz **Second:** Bradshaw **Recused:** None **Absent:** Lugo

Vote result: 9-0

Ayes: Bradshaw, Cruz, Eager, Elliott, Falcon, Grisby, Guardino, Mann, and Tiffany

Nays: None

Abstained: None

Tab	Item Description	Ref#	Presenter	Type*	Agency*
122	Request to extend the period of project development expenditure for eight SHOPP projects, per SHOPP Guidelines. Waiver 24-148 <i>(Related Item under Ref. 2.5e.(4))</i>	2.8d.(1)	Ahmed Ghonim James R. Anderson	A	D

Tabs 121-137 were voted together

Recommendation: Approval

Action Taken: Approved

Motion: Cruz **Second:** Bradshaw **Recused:** None **Absent:** Lugo

Vote result: 9-0

Ayes: Bradshaw, Cruz, Eager, Elliott, Falcon, Grisby, Guardino, Mann, and Tiffany

Nays: None

Abstained: None

STIP Time Extensions

Tab	Item Description	Ref#	Presenter	Type*	Agency*
123	Request to extend the period of project completion for the locally-administered STIP Mini-High Platform Improvements Rail project, in various counties, per STIP Guidelines. (PPNO 2065R) Waiver 24-149	2.8c.(2)	Kacey Ruggiero Dee Lam	A	D

Tabs 121-137 were voted together

Recommendation: Approval

Action Taken: Approved

Motion: Cruz **Second:** Bradshaw **Recused:** None **Absent:** Lugo

Vote result: 9-0

Ayes: Bradshaw, Cruz, Eager, Elliott, Falcon, Grisby, Guardino, Mann, and Tiffany

Nays: None

Abstained: None

Multi-Funded STIP and LPP (Competitive) Time Extension

Tab	Item Description	Ref#	Presenter	Type*	Agency*
124	Request to extend the period of project completion for the multi-funded locally-administered STIP and LPP (Competitive) State Route 4 Wagon Trail Realignment (Western Segment) project, on the State Highway System, in Calaveras County, per STIP and LPP Guidelines. (PPNO 3067) Waiver 24-150	2.8c.(3)	Kayla Giese James R. Anderson	A	D

Tabs 121-137 were voted together

Recommendation: Approval

Action Taken: Approved

Motion: Cruz **Second:** Bradshaw **Recused:** None **Absent:** Lugo

Vote result: 9-0

Ayes: Bradshaw, Cruz, Eager, Elliott, Falcon, Grisby, Guardino, Mann, and Tiffany

Nays: None

Abstained: None

LPP (Formulaic and Competitive) Time Extensions

Tab	Item Description	Ref#	Presenter	Type*	Agency*
125	Request to extend the period of contract award for the locally-administered LPP (Formulaic) Pedestrian and Bicycle Improvements on 9th Street between Melon Road and Olive Avenue project, off the State Highway System, in Imperial County, per LPP Guidelines. (PPNO 1510) Waiver 24-151	2.8b.(2)	Kayla Giese Dee Lam	A	D

Tabs 121-137 were voted together

Recommendation: Approval

Action Taken: Approved

Motion: Cruz **Second:** Bradshaw **Recused:** None **Absent:** Lugo

Vote result: 9-0

Ayes: Bradshaw, Cruz, Eager, Elliott, Falcon, Grisby, Guardino, Mann, and Tiffany

Nays: None

Abstained: None

Tab	Item Description	Ref#	Presenter	Type*	Agency*
126	Request to extend the period of project completion for the locally-administered LPP (Formulaic) Regional Wayfinding Program project, off the State Highway System, in Monterey County, per LPP Guidelines. (PPNO 2898) Waiver 24-152	2.8c.(4)	Kayla Giese Dee Lam	A	D

Tabs 121-137 were voted together

Recommendation: Approval

Action Taken: Approved

Motion: Cruz **Second:** Bradshaw **Recused:** None **Absent:** Lugo

Vote result: 9-0

Ayes: Bradshaw, Cruz, Eager, Elliott, Falcon, Grisby, Guardino, Mann, and Tiffany

Nays: None

Abstained: None

CTC MEETING**MINUTES****October 17-18, 2024**

Tab	Item Description	Ref#	Presenter	Type*	Agency*
127	Request to extend the period of project completion for the locally-administered LPP (Formulaic and Competitive) Ranchero Road Widening Project, off the State Highway System, in San Bernardino County, per LPP Guidelines. (PPNO 1244) Waiver 24-172	2.8c.(11)	Kayla Giese Dee Lam	A	D

Tabs 121-137 were voted together

Recommendation: Approval

Action Taken: Approved

Motion: Cruz **Second:** Bradshaw **Recused:** None **Absent:** Lugo

Vote result: 9-0

Ayes: Bradshaw, Cruz, Eager, Elliott, Falcon, Grisby, Guardino, Mann, and Tiffany

Nays: None

Abstained: None

TCEP Time Extensions

Tab	Item Description	Ref#	Presenter	Type*	Agency*
128	Request to extend the period of contract award for the locally-administered TCEP Port of Los Angeles – Fenix Terminal Railyard Expansion & Modernization Project, in Los Angeles County, per TCEP Guidelines. (PPNO 5830) Waiver 24-153 <i>(Related Item under Ref. 2.6s.(2))</i>	2.8b.(3)	Kenneth Lopez Dee Lam	A	D

Tabs 121-137 were voted together

Recommendation: Approval

Action Taken: Approved

Motion: Cruz **Second:** Bradshaw **Recused:** None **Absent:** Lugo

Vote result: 9-0

Ayes: Bradshaw, Cruz, Eager, Elliott, Falcon, Grisby, Guardino, Mann, and Tiffany

Nays: None

Abstained: None

Tab	Item Description	Ref#	Presenter	Type*	Agency*
129	Request to extend the period of contract award for the locally-administered TCEP Route 605/91 Interchange Improvement: Gateway Cities Freight Crossroads Project, on the State Highway System, in Los Angeles County, per TCEP Guidelines. (PPNO 5388) Waiver 24-154	2.8b.(5)	Kenneth Lopez James R. Anderson	A	D

Tabs 121-137 were voted together

Recommendation: Approval

Action Taken: Approved

Motion: Cruz **Second:** Bradshaw **Recused:** None **Absent:** Lugo

Vote result: 9-0

Ayes: Bradshaw, Cruz, Eager, Elliott, Falcon, Grisby, Guardino, Mann, and Tiffany

Nays: None

Abstained: None

CTC MEETING**MINUTES****October 17-18, 2024**

Tab	Item Description	Ref#	Presenter	Type*	Agency*
130	Request to extend the period of project completion for the locally-administered TCEP Terminal Island Railyard Enhancement Project, off the State Highway System, in Los Angeles County, per TCEP Guidelines. (PPNO T0006) Waiver 24-155	2.8c.(6)	Kenneth Lopez Dee Lam	A	D

Tabs 121-137 were voted together

Recommendation: Approval

Action Taken: Approved

Motion: Cruz **Second:** Bradshaw **Recused:** None **Absent:** Lugo

Vote result: 9-0

Ayes: Bradshaw, Cruz, Eager, Elliott, Falcon, Grisby, Guardino, Mann, and Tiffany

Nays: None

Abstained: None

Multi-Funded TCEP and Proposition 1B Highway-Railroad Crossing Safety Account (HRCSA)

Time Extension

Tab	Item Description	Ref#	Presenter	Type*	Agency*
131	Request to amend the locally-administered multi-funded TCEP and Prop 1B HRCSA McKinley Street Grade Separation project, off the State Highway System, in Riverside County, per TCEP and STIP Guidelines. (PPNO 1272) Waiver 24-173	2.8c.(12)	Kenneth Lopez Dee Lam	A	D

Tabs 121-137 were voted together

Recommendation: Approval

Action Taken: Approved

Motion: Cruz **Second:** Bradshaw **Recused:** None **Absent:** Lugo

Vote result: 9-0

Ayes: Bradshaw, Cruz, Eager, Elliott, Falcon, Grisby, Guardino, Mann, and Tiffany

Nays: None

Abstained: None

Solutions for Congested Corridors Program (SCCP) Time Extensions

Tab	Item Description	Ref#	Presenter	Type*	Agency*
132	Request to extend the period of project completion for the locally-administered SCCP Central Orange County Corridor - Traffic Light Synchronization - Warner Avenue project, off the State Highway System, in Orange County, per SCCP Guidelines. (PPNO 2175) Waiver 24-156	2.8c.(7)	Matthew Yosgott Dee Lam	A	D

Tabs 121-137 were voted together

Recommendation: Approval

Action Taken: Approved

Motion: Cruz **Second:** Bradshaw **Recused:** None **Absent:** Lugo

Vote result: 9-0

Ayes: Bradshaw, Cruz, Eager, Elliott, Falcon, Grisby, Guardino, Mann, and Tiffany

Nays: None

Abstained: None

ATP Time Extensions

Tab	Item Description	Ref#	Presenter	Type*	Agency*
133	Request to extend the period of contract award for five locally-administered ATP projects, off the State Highway System, per ATP Guidelines. Waiver 24-157	2.8b.(4)	Jaeden Gales Dee Lam	A	D

Tabs 121-137 were voted together

Recommendation: Approval

Action Taken: Approved

Motion: Cruz **Second:** Bradshaw **Recused:** None **Absent:** Lugo

Vote result: 9-0

Ayes: Bradshaw, Cruz, Eager, Elliott, Falcon, Grisby, Guardino, Mann, and Tiffany

Nays: None

Abstained: None

Tab	Item Description	Ref#	Presenter	Type*	Agency*
134	Request to extend the period of project completion for two locally-administered ATP projects, off the State Highway System, per ATP Guidelines. Waiver 24-158	2.8c.(8)	Jaeden Gales Dee Lam	A	D

Tabs 121-137 were voted together

Recommendation: Approval as revised.

Action Taken: Approved

Motion: Cruz **Second:** Bradshaw **Recused:** None **Absent:** Lugo

Vote result: 9-0

Ayes: Bradshaw, Cruz, Eager, Elliott, Falcon, Grisby, Guardino, Mann, and Tiffany

Nays: None

Abstained: None

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

In the Book Item Attachment:

Project 1 – PPNO 2608 – Siskiyou County – In the third paragraph, revise the following:

In line 9, revise County Planning Commission to Siskiyou County Local Transportation Commission (LTC).

In line 11, revise County Planning Commission to LTC.

Short-Line Railroad Improvement Program (SLRIP) Time Extension

Tab	Item Description	Ref#	Presenter	Type*	Agency*
135	Request to extend the period of project completion for the State-Administered SLRIP Sacramento Valley Railroad (SAV) Capacity Expansion at McClellan Business Park project, in Sacramento County, per SLRIP Guidelines. (PPNO TC125) Waiver 24-159	2.8c.(9)	Alicia Sequeira Dee Lam	A	D

Tabs 121-137 were voted together

Recommendation: Approval

Action Taken: Approved

Motion: Cruz **Second:** Bradshaw **Recused:** None **Absent:** Lugo

Vote result: 9-0

Ayes: Bradshaw, Cruz, Eager, Elliott, Falcon, Grisby, Guardino, Mann, and Tiffany

Nays: None

Abstained: None

TIRCP Time Extensions

Tab	Item Description	Ref#	Presenter	Type*	Agency*
136	Request to extend the period of project completion for the TIRCP (2020:15) Torrance Transit Bus Service Enhancement Program (Procurement of 7 Zero-Emission Buses) component, in Los Angeles County, per TIRCP Allocation Policy. (PPNO CP073) Waiver 24-160	2.8c.(10)	Kat Kim Dee Lam	A	D

Tabs 121-137 were voted together

Recommendation: Approval

Action Taken: Approved

Motion: Cruz **Second:** Bradshaw **Recused:** None **Absent:** Lugo

Vote result: 9-0

Ayes: Bradshaw, Cruz, Eager, Elliott, Falcon, Grisby, Guardino, Mann, and Tiffany

Nays: None

Abstained: None

Tab	Item Description	Ref#	Presenter	Type*	Agency*
137	Request to extend the period of project development expenditure for two TIRCP (2018:27) Southern California Optimized Rail Expansion (SCORE) components, in various counties, per TIRCP Allocation Policy. Waiver 24-161	2.8d.(2)	Kat Kim Dee Lam	A	D

Tabs 121-137 were voted together

Recommendation: Approval

Action Taken: Approved

Motion: Cruz **Second:** Bradshaw **Recused:** None **Absent:** Lugo

Vote result: 9-0

Ayes: Bradshaw, Cruz, Eager, Elliott, Falcon, Grisby, Guardino, Mann, and Tiffany

Nays: None

Abstained: None

POST-FACT TIME EXTENSIONS

Tab	Item Description	Ref#	Presenter	Type*	Agency*
138	Post-Fact request to amend the period of project completion for the SHOPP Bridge Preservation project, in Del Norte County, as an exception to the SHOPP Guidelines. (PPNO 1072) Waiver 24-163, Amending Waiver 23-14	2.8v.(1)	Ahmed Ghonim James R. Anderson	A	D

Recommendation: Approval

Action Taken: Approved

Motion: Bradshaw **Second:** Tiffany **Recused:** None **Absent:** Lugo

Vote result: 9-0

Ayes: Bradshaw, Cruz, Eager, Elliott, Falcon, Grisby, Guardino, Mann, and Tiffany

Nays: None

Abstained: None

CTC MEETING**MINUTES****October 17-18, 2024**

Tab	Item Description	Ref#	Presenter	Type*	Agency*
139	Post-Fact request to amend the period of project completion for the SHOPP Bridge Preservation project, in Santa Clara County, as an exception to the SHOPP Guidelines. (PPNO 0481H) Waiver 24-174, Amending Waiver 24-26	2.8v.(9)	Ahmed Ghonim James R. Anderson	A	D

Recommendation: Approval**Action Taken:** Approved**Motion:** Eager **Second:** Falcon **Recused:** None **Absent:** Elliott and Lugo**Vote result:** 8-0**Ayes:** Bradshaw, Cruz, Eager, Falcon, Grisby, Guardino, Mann, and Tiffany**Nays:** None**Abstained:** None

Tab	Item Description	Ref#	Presenter	Type*	Agency*
140	Post-Fact request to extend the period of project development expenditures for the State-Administered STIP San Joaquin Corridor 2 nd Platforms for Bi-hourly and Morning Express Service Rail project, in Stanislaus County. (PPNO 2191) Wavier 24-164	2.8d.(4)	Kacey Ruggiero Dee Lam	A	D

Recommendation: Approval**Action Taken:** Approved**Motion:** Bradshaw **Second:** Grisby **Recused:** None **Absent:** Lugo**Vote result:** 9-0**Ayes:** Bradshaw, Cruz, Eager, Elliott, Falcon, Grisby, Guardino, Mann, and Tiffany**Nays:** None**Abstained:** None**TIME EXTENSION AMENDMENTS**

Tab	Item Description	Ref#	Presenter	Type*	Agency*
141	Request to amend the period of project allocation for three SHOPP projects, as an exception to the SHOPP Guidelines. Waiver 24-165, Amending Waivers 23-72 and 24-125	2.8v.(2)	Ahmed Ghonim James R. Anderson	A	D

Tabs 141-143 were voted together

Recommendation: Approval**Action Taken:** Approved**Motion:** Bradshaw **Second:** Eager **Recused:** None **Absent:** Lugo**Vote result:** 9-0**Ayes:** Bradshaw, Cruz, Eager, Elliott, Falcon, Grisby, Guardino, Mann, and Tiffany**Nays:** None**Abstained:** None

CTC MEETING
MINUTES
October 17-18, 2024

Tab	Item Description	Ref#	Presenter	Type*	Agency*
142	Request to amend the period of contract award for three SHOPP projects, as an exception to the SHOPP Guidelines. Waiver 24-166, Amending Waivers 24-25, 24-86, and 24-126 (Related Item under Ref. 2.5e.(11))	2.8v.(3)	Ahmed Ghonim James R. Anderson	A	D

Tabs 141-143 were voted together

Recommendation: Approval

Action Taken: Approved

Motion: Bradshaw **Second:** Eager **Recused:** None **Absent:** Lugo

Vote result: 9-0

Ayes: Bradshaw, Cruz, Eager, Elliott, Falcon, Grisby, Guardino, Mann, and Tiffany

Nays: None

Abstained: None

Tab	Item Description	Ref#	Presenter	Type*	Agency*
143	Request to amend the period of project development expenditure for three projects, as an exception to the SHOPP Guidelines. Waiver 24-167, Amending Waivers 24-88 and 22-143 (Related Item under Ref. 2.5e.(7))	2.8v.(4)	Ahmed Ghonim James R. Anderson	A	D

Tabs 141-143 were voted together

Recommendation: Approval as revised.

Action Taken: Approved

Motion: Bradshaw **Second:** Eager **Recused:** None **Absent:** Lugo

Vote result: 9-0

Ayes: Bradshaw, Cruz, Eager, Elliott, Falcon, Grisby, Guardino, Mann, and Tiffany

Nays: None

Abstained: None

Speakers:

Ann Marie Weibel – Member of the public

Rixanne Wheren – Member of the public

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

In the Book Item Attachment:

Project 1 – EA 01-40110/PPNO 01-4490 – Mendocino County – On page 2, in the last paragraph, revise additional eight to additional 12.

Tab	Item Description	Ref#	Presenter	Type*	Agency*
144	Request to amend the period of project completion for the locally-administered TCRP Project 7.3 - Caltrain Service Improvement Project Phase III, in Monterey County. (PPNO T0073) Waiver 24-168, Amending Waiver 21-57	2.8v.(5)	Anja Aulenbacher Dee Lam	A	D

Tabs 144-147 were voted together

Recommendation: Approval

Action Taken: Approved

Motion: Grisby **Second:** Tiffany **Recused:** None **Absent:** Lugo

Vote result: 9-0

Ayes: Bradshaw, Cruz, Eager, Elliott, Falcon, Grisby, Guardino, Mann, and Tiffany

Nays: None

Abstained: None

Tab	Item Description	Ref#	Presenter	Type*	Agency*
145	Request to amend the period of project development expenditure for the TIRCP (2018:5) The Northern California Corridor Enhancement Program (Coast Subdivision Realignment and Transit Hub) component, in various counties. (PPNO CP036) Waiver 24-169, Amending Waiver 22-11	2.8v.(6)	Anja Aulenbacher Dee Lam	A	D

Tabs 144-147 were voted together

Recommendation: Approval

Action Taken: Approved

Motion: Grisby **Second:** Tiffany **Recused:** None **Absent:** Lugo

Vote result: 9-0

Ayes: Bradshaw, Cruz, Eager, Elliott, Falcon, Grisby, Guardino, Mann, and Tiffany

Nays: None

Abstained: None

Tab	Item Description	Ref#	Presenter	Type*	Agency*
146	Request to amend the period of project completion for the TIRCP (2018:27) Southern California Optimized Rail Expansion (SCORE) (Network Integration) component, in various counties. (PPNO CP033) Waiver 24-170, Amending Waiver 23-107	2.8v.(7)	Anja Aulenbacher Dee Lam	A	D

Tabs 144-147 were voted together

Recommendation: Approval

Action Taken: Approved

Motion: Grisby **Second:** Tiffany **Recused:** None **Absent:** Lugo

Vote result: 9-0

Ayes: Bradshaw, Cruz, Eager, Elliott, Falcon, Grisby, Guardino, Mann, and Tiffany

Nays: None

Abstained: None

Tab	Item Description	Ref#	Presenter	Type*	Agency*
147	Request to amend the period of project development expenditure for the TIRCP (2018:27) Southern California Optimized Rail Expansion (SCORE) (Serra Siding Extension) component, in Orange County. (PPNO CP033E) Waiver 24-171, Amending Waiver 23-108	2.8v.(8)	Anja Aulenbacher Dee Lam	A	D

Tabs 144-147 were voted together

Recommendation: Approval

Action Taken: Approved

Motion: Grisby **Second:** Tiffany **Recused:** None **Absent:** Lugo

Vote result: 9-0

Ayes: Bradshaw, Cruz, Eager, Elliott, Falcon, Grisby, Guardino, Mann, and Tiffany

Nays: None

Abstained: None

OTHER MATTERS

Tab	Item Description	Ref#	Presenter	Type*	Agency*
	Public Comment	6	Carl Guardino	I	C

Speakers:

Martha Armas-Kelly – Member of the public

Danny Diaz – City of McFarland

Thomas Valles – City of McFarland

ADJOURN

Day 1 adjourned in memory of the four Pepperdine students who lost their lives last year on the Pacific Coast Highway.

Tanisha Taylor, Executive Director

Date

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: December 5-6, 2024

From: TANISHA TAYLOR, Executive Director

Reference Number: 1.5, Action

Prepared By: Douglas Remedios
Staff Services Manager

Published Date: November 22, 2024

Subject: Commissioner Meetings for Compensation

Recommendation:

Staff recommends that the California Transportation Commission (Commission) approve the Commissioner meetings for compensation as provided below.

1. Meetings for Compensation – September 2024 (Attachment A)
2. Amended Meetings for Compensation – January 2024 (Attachment B)
3. Amended Meetings for Compensation – February 2024 (Attachment C)
4. Amended Meetings for Compensation – March 2024 (Attachment D)
5. Amended Meetings for Compensation – April 2024 (Attachment E)
6. Amended Meetings for Compensation – May 2024 (Attachment F)
7. Amended Meetings for Compensation – June 2024 (Attachment G)
8. Amended Meetings for Compensation – July 2024 (Attachment H)
9. Amended Meetings for Compensation – August 2024 (Attachment I)

Issue:

Pursuant to 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) per month, 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 to carry out its responsibilities.

Attachments:

- Attachment A: Meetings for Compensation – September 2024
- Attachment B: Amended Meetings for Compensation – January 2024
- Attachment C: Amended Meetings for Compensation – February 2024
- Attachment D: Amended Meetings for Compensation – March 2024
- Attachment E: Amended Meetings for Compensation – April 2024
- Attachment F: Amended Meetings for Compensation – May 2024
- Attachment G: Amended Meetings for Compensation – June 2024
- Attachment H: Amended Meetings for Compensation – July 2024
- Attachment I: Amended Meetings for Compensation – August 2024

**MEETINGS FOR COMPENSATION
September 2024**

Jay Bradshaw

No compensation requested.

Joseph Cruz

No meetings reported at this time.

Lee Ann Eager

- September 3 – Video conference with Diana Gomez and Ahron Hakimi re: projects on State Routes 58 and 99. San Diego
- September 4 – Video conference with Gus Khoury re: projects on State Routes 46 and 78. San Diego
- September 5 – Video conference with Diana Gomez and Caltrans staff re: project on State Route 99. San Diego
- September 10 – Video conference with Carl Guardino, Darnell Grisby, and Tanisha Taylor re: Commission matters. San Diego
- September 11 – Attended the virtual West Coast Transportation Plan meeting. San Diego
- September 12 – Video conference with strategic plan consultants re: Commission's strategic plan. San Diego
- September 16 – Video conference with Tanisha Taylor re: Commission matters. San Diego
- September 17 – Video conference with Governor's Office staff re: Commission matters. San Diego
- September 20 – Attended the Mobility21 Annual Summit. Anaheim
- September 20 – Meeting with Caltrans staff re: regional priorities. Anaheim
- September 25 – Attended the Olancho Cartago project tour. Olancho
- September 26 – Attended the Bishop and Inyo County Town Hall meeting. Bishop
- September 26 – Attended the Women in Transportation Seminar event. Sacramento
- September 27 – Teleconference with Caltrans and Kern Council of Governments staff re: October Commission meeting. San Diego
- September 28 – Meeting with Assemblymember Carrillo and staff re: Palmdale and Victorville transportation needs. Fresno
- September 30 – Attended the San Dieguito Lagoon Restoration Project Ribbon Cutting event. Del Mar

Jason Elliott

- September 13 – Video conference with strategic plan consultants re: Commission’s strategic plan. Sacramento
- September 17 – Meeting with Commission staff re: Commission onboarding. Sacramento
- September 23 – Meeting with Commission staff re: Commission onboarding. Sacramento
- September 24 – Meeting with Commission staff re: Commission onboarding. Sacramento

Clarissa Falcon

- September 11 – Attended the virtual West Coast Transportation Plan meeting. San Diego
- September 12 – Video conference with strategic plan consultants re: Commission’s strategic plan. San Diego
- September 19 – Attended the Mobility21 Annual Summit. Anaheim
- September 20 – Attended the Mobility21 Annual Summit. Anaheim
- September 25 – Attended the Olancho Cartago project tour. Olancho
- September 26 – Attended the Bishop and Inyo County Town Hall meeting. Bishop
- September 30 – Attended the San Dieguito Lagoon Restoration Project Ribbon Cutting event. Del Mar

Darnell Grisby

- September 10 – Video conference with Carl Guardino, Lee Ann Eager, and Tanisha Taylor re: Commission matters. San Francisco
- September 11 – Attended the virtual West Coast Transportation Plan meeting. San Francisco
- September 12 – Video conference with strategic plan consultants re: Commission’s strategic plan. San Francisco
- September 17 – Video conference with Governor’s Office staff re: Commission matters. San Francisco
- September 17 – Video conference with Carl Guardino, Lee Ann Eager, and Tanisha Taylor re: Commission matters. San Francisco
- September 19 – Attended the Hillcrest Groundbreaking event. San Francisco

Carl Guardino

- September 3 – Video conference with Lee Ann Eager and Tanisha Taylor re: Commission matters. San Jose
- September 3 – Video conference with Commission staff re: West Coast Transportation Plan meeting briefing. San Jose
- September 5 – Video conference with Valley Transportation Authority staff re: BART phase 2 project briefing. San Jose
- September 11 – Attended the virtual West Coast Transportation Plan meeting. San Jose
- September 16 – Video conference with Metropolitan Transportation Commission staff re: nine county transportation revenue effort. San Jose
- September 16 – Video conference with Commission staff re: strategic plan overview and interview. San Jose
- September 17 – Video conference with Governor's Office staff re: Commission matters. San Jose
- September 20 – Panel Moderator at the Mobility21 Annual Summit. Anaheim
- September 21 – Speaker at the opening of Caltrain Electrification Celebration and news conference. San Jose
- September 25 – Attended the Olancho Cartago project tour. Olancho
- September 26 – Attended the Bishop and Inyo County Town Hall meeting. Bishop
- September 30 – Meeting with Jason Elliott re: Commission orientation and welcome. Sacramento
- September 30 – Meeting with Commission staff re: State Route 99 in Kern County project. Sacramento

Adonia Lugo

No meetings reported at this time.

Zahirah Mann

No meetings reported at this time.

Bob Tiffany

- September 9 – Meeting with Binu Abraham re: State Route 25 workshop preparation. Hollister
- September 11 – Attended the virtual West Coast Transportation Plan meeting. Hollister
- September 13 – Attended the State Route 25 workshop. Hollister
- September 23 – Video conference with Tanisha Taylor re: Commission matters. Hollister

**AMENDED MEETINGS FOR COMPENSATION
January 2024**

Darnell Grisby

January 9 – Video conference with Tanisha Taylor re: Commission matters.
San Francisco

January 10 – Video conference with Commission staff re: Interstate 15 project
briefing. San Francisco

January 17 – Video conference with Metropolitan Transportation Commission
staff re: January Commission meeting agenda. San Francisco

January 17 – Meeting with San Bernardino County Transportation Authority staff
re: Interstate 15 project. San Bernardino

January 25 – Attended the January Commission meeting day 1. Modesto

January 26 – Attended the January Commission meeting day 2. Modesto

AMENDED MEETINGS FOR COMPENSATION
February 2024

Darnell Grisby

- February 6 – Video conference with Carl Guardino, Lee Ann Eager, and Tanisha Taylor re: Commission matters. San Francisco
- February 12 – Video conference with Commission staff re: Yolo Interstate 80 project briefing. San Francisco
- February 13 – Chaired the State Highway Operations and Protection Program Hearing. San Bernardino
- February 16 – Video conference with Carl Guardino, Lee Ann Eager, and Tanisha Taylor re: Commission matters. San Francisco
- February 20 – Video conference with Carl Guardino, Lee Ann Eager, and Tanisha Taylor re: Commission matters. San Francisco
- February 21 – Video conference with Commission staff re: briefing for the Yolo Interstate 80 project, California Environmental Quality Act, and the State Route 710 property sales. San Francisco
- February 27 – Video conference with Commission staff re: State Transportation Improvement Program briefing. San Francisco
- February 27 – Video conference with Carl Guardino, Lee Ann Eager, and Tanisha Taylor re: Commission matters. San Francisco

AMENDED MEETINGS FOR COMPENSATION
March 2024

Darnell Grisby

- March 5 – Video conference with Carl Guardino, Lee Ann Eager, and Tanisha Taylor re: Commission matters. San Francisco
- March 12 – Video conference with Carl Guardino, Lee Ann Eager, and Tanisha Taylor re: Commission matters. San Francisco
- March 15 – Attended the US Highway 101 Hearn Avenue groundbreaking event. Santa Rosa
- March 18 – Video conference with Metropolitan Transportation Commission staff re: March Commission meeting agenda. San Francisco
- March 18 – Video conference with City of Tulare staff re: regional priorities. San Francisco
- March 18 – Video conference with Commission staff re: agenda briefing. San Francisco
- March 18 – Video conference with Governor’s Office staff re: Commission matters. San Francisco
- March 21 – Attended the March Commission meeting day 1. San Jose
- March 22 – Attended the March Commission meeting day 2. San Jose

AMENDED MEETINGS FOR COMPENSATION
April 2024

Darnell Grisby

- April 2 – Video conference with Carl Guardino, Lee Ann Eager, and Tanisha Taylor re: Commission matters. San Francisco
- April 8 – Video conference with Commission staff re: joint meeting agenda briefing. San Francisco
- April 9 – Video conference with Carl Guardino, Lee Ann Eager, and Tanisha Taylor re: Commission matters. San Francisco
- April 11 – Attended the Joint Commission, Air Resources Board, Housing and Community Development Department meeting. Petaluma
- April 23 – Video conference with Carl Guardino, Lee Ann Eager, and Tanisha Taylor re: Commission matters. San Francisco
- April 30 – Attended the San Joaquin Valley Policy Conference. Tulare
- April 30 – Video conference with Carl Guardino, Lee Ann Eager, and Tanisha Taylor re: Commission matters. San Francisco

**AMENDED MEETINGS FOR COMPENSATION
May 2024**

Darnell Grisby

- May 2 – Video conference with Commission staff re: project briefing.
San Francisco
- May 7 – Video conference with Carl Guardino, Lee Ann Eager, and Tanisha
Taylor re: Commission matters. San Francisco
- May 8 – Video conference with Commission staff re: project delivery briefing.
San Francisco
- May 13 – Video conference with Commission staff re: agenda briefing.
San Francisco
- May 14 – Video conference with Carl Guardino, Lee Ann Eager, and Tanisha
Taylor re: Commission matters. San Francisco
- May 16 – Attended the May Commission meeting day 1. Orange
- May 17 – Attended the May Commission meeting day 2. Orange
- May 21 – Video conference with Carl Guardino, Lee Ann Eager, and Tanisha
Taylor re: Commission matters. San Francisco

**AMENDED MEETINGS FOR COMPENSATION
June 2024**

Darnell Grisby

- June 4 – Video conference with Carl Guardino, Lee Ann Eager, and Tanisha Taylor re: Commission matters. San Francisco
- June 11 – Video conference with Carl Guardino, Lee Ann Eager, and Tanisha Taylor re: Commission matters. San Francisco
- June 17 – Video conference with Governor's Office staff re: Commission matters. San Francisco
- June 25 – Video conference with Carl Guardino, Lee Ann Eager, and Tanisha Taylor re: Commission matters. San Francisco
- June 25 – Video conference with Metropolitan Transportation Commission staff re: June Commission meeting agenda. San Francisco

**AMENDED MEETINGS FOR COMPENSATION
July 2024**

Darnell Grisby

- July 16 – Video conference with Carl Guardino, Lee Ann Eager, and Tanisha Taylor re: Commission matters. San Francisco
- July 18 – Video conference with Contra Costa Transportation Authority staff re: regional priorities. San Francisco
- July 23 – Video conference with Carl Guardino, Lee Ann Eager, and Tanisha Taylor re: Commission matters. San Francisco
- July 31 – Video conference with Carl Guardino, Lee Ann Eager, and Tanisha Taylor re: Commission matters. San Francisco

**AMENDED MEETINGS FOR COMPENSATION
August 2024**

Darnell Grisby

August 9 – Video conference with Carl Guardino, Lee Ann Eager, and Tanisha Taylor re: Commission matters. San Francisco

August 12 – Video conference with Commission staff re: agenda briefing. San Francisco

August 13 – Video conference with Metropolitan Transportation Commission staff re: August Commission meeting agenda. San Francisco

August 13 – Video conference with Carl Guardino, Lee Ann Eager, and Tanisha Taylor re: Commission matters. San Francisco

August 14 – Attended the Project Delivery Workshop. San Diego

August 15 – Attended the August Commission meeting day 1. San Diego

August 16 – Attended the August Commission meeting day 2. San Diego

August 20 – Video conference with Carl Guardino, Lee Ann Eager, and Tanisha Taylor re: Commission matters. San Francisco

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: December 5-6, 2024

From: TANISHA TAYLOR, Executive Director

Reference Number: 1.15, Action

Prepared By: Justin Hall
Assistant Commission Clerk

Published Date: November 22, 2024

Subject: Committee Member Compensation

Recommendation:

Staff recommends that the California Transportation Commission (Commission) approve compensation for Interagency Equity Advisory Committee (EAC) members as provided in Attachments A and B.

Issue:

Pursuant to California Government Code Section 14509.5, members of advisory committees to the Commission are eligible for reimbursement of expenses incurred in connection with their service. Committee members shall receive a per diem of one hundred dollars (\$100) for each day spent conducting authorized committee duties during any month, when a majority of the Commission approves the compensation by a recorded vote.

The Interagency Equity Advisory Committee Charter, Article 3.7, requires the Commission approve all requests of eligible per diem for Committee members. Per diem compensation requests for Commission approval in Attachments A and B are amendments to the requests the Commission previously approved for July 2024 and August 2024 at the Commission's August 15-16, 2024 and October 17-18 meetings, respectively. The Commission has not received any compensation requests for September 2024 or October 2024 at this time.

Background:

In its 2022 Annual Report to the Legislature, the Commission recommended legislation to allow it to compensate members of its advisory committees, including the newly formed Interagency Equity Advisory Committee. This recommendation was intended to recognize the value of advisory committee members' time commitment and to alleviate financial barriers for qualified and willing individuals to serve on a committee. Senate Bill 125 (Committee on Budget and Fiscal Review, Chapter 54, 2023) implemented the Commission's recommendation.

Attachments:

- Attachment A: Amended Committee Member Compensation – July 2024
- Attachment B: Amended Committee Member Compensation – August 2024

AMENDED COMMITTEE MEMBER COMPENSATION

July 2024

Martha Armas-Kelly

No additional Committee duties reported at this time.

Alexandria Contreras

No additional Committee duties reported at this time.

Ana Gonzalez

No additional Committee duties reported at this time.

Herb Hastings

No additional Committee duties reported at this time.

Gloria Huerta

No additional Committee duties reported at this time.

Peggy Martinez

No additional Committee duties reported at this time.

Amber Novey

No additional Committee duties reported at this time.

Andres Ramirez

July 31 – Attended EAC Ad Hoc CAPTI Subcommittee meeting.

Michelle Rousey

No additional Committee duties reported at this time.

Connie Stewart

No additional Committee duties reported at this time.

Randy Torres-Van Vleck

No additional Committee duties reported at this time.

Cheryl Viegas-Walker

No additional Committee duties reported at this time.

William Walker

No additional Committee duties reported at this time.

Kristine Williams

No additional Committee duties reported at this time.

AMENDED COMMITTEE MEMBER COMPENSATION

August 2024

Martha Armas-Kelly

No additional Committee duties reported at this time.

Alexandria Contreras

No additional Committee duties reported at this time.

Ana Gonzalez

No additional Committee duties reported at this time.

Herb Hastings

No additional Committee duties reported at this time.

Gloria Huerta

No additional Committee duties reported at this time.

Peggy Martinez

No additional Committee duties reported at this time.

Amber Novey

No additional Committee duties reported at this time.

Andres Ramirez

August 22 – Attended EAC meeting.

Michelle Rousey

No additional Committee duties reported at this time.

Connie Stewart

No additional Committee duties reported at this time.

Randy Torres-Van Vleck

No additional Committee duties reported at this time.

Cheryl Viegas-Walker

No additional Committee duties reported at this time.

William Walker

No additional Committee duties reported at this time.

Kristine Williams

No additional Committee duties reported at this time.

EXECUTIVE DIRECTOR'S REPORT

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

COMMISSION REPORTS

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

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

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

REPORT BY CALTRANS' DIRECTOR
AND/OR DEPUTY DIRECTOR

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

REPORT BY UNITED STATES
DEPARTMENT OF TRANSPORTATION

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

**REPORT BY REGIONAL
AGENCIES MODERATOR**

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

REPORT BY RURAL COUNTIES
TASK FORCE CHAIR

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

REPORT BY SELF-HELP COUNTIES
COALITION MODERATOR

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

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: December 5-6, 2024

From: TANISHA TAYLOR, Executive Director

Reference Number: 1.13 Information

Prepared By: C. Sequoia Erasmus
Associate Deputy Director

Published Date: November 22, 2024

Subject: Equity Initiatives Updates and Interagency Equity Advisory Committee Chair's Report

Summary:

Staff will provide a recap of the October 2024 Equity Advisory Committee (Committee) meeting, ad hoc subcommittee convenings, and ongoing equity-related work.

A detailed summary from the October 24, 2024 in-person Equity Visioning Workshop can be found in Attachment A. Minutes from the October 24, 2024 Committee meeting can be found in Attachment B.

Committee Chair William Walker will offer verbal remarks in addition to the Chair's written report, which is included in Attachment C, unedited.

Background:

The Committee is a priority for the California Transportation Commission (Commission), the California Department of Transportation (Caltrans), and the California State Transportation Agency (CalSTA). The Committee elevates diverse and historically marginalized voices to advise the three agencies on how to achieve meaningful outcomes in transportation equity, environmental justice, and equitable economic opportunities, especially as related to transportation planning and programming.

At the April 5, 2024, meeting of the Committee, the Committee approved the formation of three ad hoc subcommittees. They are, (1) Safety and *Climate*, (2) Housing, Infrastructure, and Broadband, and (3) Walkability, Disability, and Complete Streets.

October 24, 2024 Committee Meeting

On October 24, 2024 the Committee held an in-person equity visioning workshop followed by a meeting. A detailed summary of the Equity Visioning Workshop can be found in Attachment A and a copy of the draft meeting minutes is attached. Committee members continue to provide interagency staff with input about future meeting topics. Discussion items are listed and updated in Committee meeting minutes and added to future agendas for discussion or action.

Subcommittee Meetings

Subcommittees currently meet monthly. The following summarizes current efforts.

- **Walkability, Disability, and Complete Streets**
 - Chair: Michelle Rousey
 - Next meeting: December 16
 - Summary: The subcommittee is working to make recommendations on the Senate Bill 1121 Needs Assessment, with a focus on the accessibility and complete streets chapters.
- **Safety and Climate**
 - Chair: Martha Armas-Kelly
 - Next meeting: December 16
 - Summary: The subcommittee has agreed to take the lead on developing the Committee's vision, mission, and policy principles for transportation equity.
- **Housing, Infrastructure, and Broadband**
 - Chair: Cheryl Viegas-Walker
 - Next meeting: December 17
 - Summary: The subcommittee is interested in transit-oriented development and vehicle miles travelled mitigation strategies and how they intersect with land use and equity concerns for replacing the gas tax. The subcommittee has also discussed how to address legacy displacement and how to prevent future displacement. The subcommittee would also like to focus on the Middle Mile and Last Mile Broadband Initiatives, and how to monitor their development and implementation.

Committee Workplan Update

The Commission, Caltrans, and CalSTA have developed an interagency workplan that outlines the programs, policies, or processes that each agency requests input from the Committee. A summary of actions the Committee has completed and future opportunities for involvement include:

- Provided recommendations for updates to CalSTA's Climate Action Plan for Transportation Infrastructure.
 - Approved by the Committee on August 22, 2024
- Advised on the development of use cases for the Caltrans Equity Index.
- Provided guidance to support the development of Caltrans community engagement guidelines, tools, and templates.
- Engaged with Caltrans to understand the current Caltrans System Investment Strategy and participate in future updates.
- Participated in the review and evaluation process for the Commission's Active Transportation Program and Senate Bill 1 Programs, and in the Commission's update to its State Highway Operation and Protection Program Guidelines.
 - Committee members attended and provided feedback on updates to the Active Transportation Program Guidelines, Senate Bill 1 Programs, and the State Highway Operation and Protection Program Guidelines.
 - Committee members will be invited to review forthcoming Senate Bill 1 Programs funding applications.

Attachments:

- Attachment A: Detailed Summary of the October 24, 2024 Equity Visioning Session In-Person Workshop
- Attachment B: October 24, 2024 Equity Advisory Committee Draft Meeting Minutes
- Attachment C: Interagency Equity Advisory Committee Chair's Report

ATTACHMENT A:*Summary of the October 24, 2024 Equity Visioning Session Workshop*

On the morning of October 24, 2024, the Committee held a workshop to discuss and brainstorm ideas for an equity vision, mission statement, and foundational principles to apply to Committee work. Five committee members attended. Members provided input on strategies to develop the vision, mission statement, and foundational principles.

At the full meeting of the Committee members voted to develop the equity vision in a Subcommittee. Based on the current workload of each subcommittee, the Climate and Safety Subcommittee, chaired by Martha Armas Kelly, will continue to develop the vision.

At the workshop, members discussed the following questions :

1. Do you have a vision statement?
2. Do you have a mission statement?
3. Once there is a draft mission and vision statement, we'd like to get community input. What organizations and groups are you willing to share the final vision and mission with?

Workshop discussions then focused on who and what the vision should represent. Members expressed a need for the vision to reflect alignment with the communities and voices they want the statement to represent. To do this, members stated that input from communities with diverse perspectives, including low-income seniors, people with disabilities, non-drivers, environmental justice leaders, youth, and people from diverse geographic regions including rural communities was vital to success.

Members also identified a desire to expand the vision statement to look beyond focusing on individual corridors and include the importance of mitigating the negative effects of climate change, poor air pollution, or limited access to essential services such as broadband. Members added that an equitable vision for transportation acknowledges that high achieving transportation systems enable people to realize their potential by helping people get to where they need to go, especially in disabled communities where high levels of unemployment can be directly tied to a lack of access to adequate transportation.

Additionally, members attending the workshop highlighted that the statement should apply to all policies within agencies and should represent interconnectedness between equity issues and the roles of Caltrans, the Commission, and CalSTA. Members also identified other groups to collaborate with, such as the Transit Transformation Task Force, and the importance of attending community level events, such as those hosted by the California Highway Patrol.

Members sought to examine the importance of the language used in the statement, with encouragement to move away from terms like Disadvantaged Communities to more uplifting language, such as Opportunity Communities.

Members highlighted that implementing equity visions and statements is critical, noting that members should avoid wordsmithing language not associated with implementation. Some examples of useful models mentioned included the community engagement sections of the Senate Bill 1 Program applications and the Sierra Health Foundation publication "Engaging Youth: A How-To Guide for Creating Opportunities for Young People to Participate, Lead and Succeed" which identifies pillars of participation and the results of different levels of participation.

The visioning statement discussion ended with members identifying communities they would commit to discussing the language of the statement with. Ideas included:

- The California Council for the Blind
- The National Federation of the Blind – California
- California Independent Living Councils
- The Coalition for Responsible Transportation Priorities, Humboldt
- The Caltrans District 1 and District 10 Bike and Pedestrian Advisory Committee
- High Schools, Colleges and Student Organizations
- Black Humboldt
- The Disability and Aging Community Living Advisory Committee
- Local School Boards
- CalWalks
- Faith Based Organizations
- Multi-lingual communities
- Rural Counties Task Force
- Tribal Chairmen's Association of Northern California
- Hold a Town Hall

Members concluded the workshop with a brief discussion of new membership and onboarding strategies. They agreed that ideal candidates are advocates and users of transit and transportation and have experience in areas such as transportation or environmental justice. Members highlighted the importance of initial onboarding processes that can help support with capacity building. Members also identified the importance of geographic diversity on the committee, with Caltrans Districts, rural areas, and areas with little representation as potential points of focus. Demographics diversity such as the inclusion younger adults (under 30) and seniors and people with disability was discussed. Other members suggested opening opportunities for communities to nominate individuals, or creating a nomination committee of committee members.

ATTACHMENT B:**Minutes****INTERAGENCY EQUITY ADVISORY COMMITTEE**

for the

**California Transportation Commission, California Department of Transportation,
and California State Transportation Agency****October 24, 2024****Solano Transportation Authority****423 Main Street****Suisun City, CA 94585****October 24, 2024****1:00 pm****Interagency Equity Advisory Committee Meeting***Option to join via Zoom or Teleconference per [SB 544](#)

For a more thorough review of this meeting, please visit:

<https://www.youtube.com/channel/UCASI3qyTEuhZffC13RbG4xQ>

Tab	Agenda Item	Facilitator	Type*
1	Roll Call	Justin Hall	I
Committee Member		Attendance	
Vice Chair Martha Armas-Kelly		Present	
Alexandria Contreras		Present	
Ana Gonzalez		Present	
Herb Hastings		Absent	
Gloria Huerta		Present	
Peggy Martinez		Present	
Amber Novey		Absent	
Andres Ramirez		Present	
Michelle Rousey		Present	
Connie Stewart		Present	
Randy Torres-Van Vleck		Present	
Cheryl Viegas-Walker		Present	
Kristine Williams		Absent	
Chair William Walker		Present	

Total – Present: 11 Absent: 3

**“A” denotes an “Action” item; “I” denotes an “Information” item.

For a glossary of frequently used terms and acronyms please visit the California Transportation Commission website at: https://catc.ca.gov/-/media/ctc-media/documents/about_ctc/acronyms-11-04-21-a11y.pdf

Tab	Agenda Item	Facilitator	Type*
2	Land Acknowledgement	Martha Armas-Kelly	I

Equity Advisory Committee Vice-Chair Martha Armas-Kelly presented this information item.

No public comment.

Tab	Agenda Item	Facilitator	Type*
3	Welcoming Remarks and Chair's Report	William Walker	I

Equity Advisory Committee Chair William Walker presented this informational item.

No public comment.

Tab	Agenda Item	Facilitator	Type*
4	Executive Remarks and Interagency Updates	William Walker Carolyn Abrams	I

Equity Advisory Committee Chair William Walker presented this informational item.

Senior Advisor on Race and Equity in the Caltrans Director's Office of Equity and Tribal Affairs Carolyn Abrams provided an update on the 2025 EAC Member application process.

No public comment.

Tab	Agenda Item	Facilitator	Type*
5	Welcome to the Region	Dwayne Hankerson Johnny Parker	I

Metropolitan Transportation Commission Policy Advisory Council Members Dwayne Hankerson and Johnny Parker presented this informational item.

No public comment.

Tab	Agenda Item	Facilitator	Type*
6	Approval of August 22, 2024 Meeting Minutes	Justin Hall	A

Recommendation: Approval

Action Taken: Approved

Motion: Armas-Kelly **Second:** Rousey **Recused:** None **Absent:** Contreras, Gonzalez, Hastings, Novey, Torres-Van Vleck, Williams.

Vote result: 8-0

Ayes: Armas-Kelly, Huerta, Martinez, Ramirez, Rousey, Stewart, Viegas Walker, Walker

Nays:

Abstained:

No public comment.

Tab	Agenda Item	Facilitator	Type*
7	Public Comment for Items Not on the Agenda	William Walker	I

Equity Advisory Committee Chair William Walker presented this informational item.

No public comment.

Tab	Agenda Item	Facilitator	Type*
8	CalSTA Status Update: Committee Recommendations for the Climate Action Plan for Transportation Infrastructure	Darwin Moosavi	I

CalSTA Deputy Secretary of Environmental Policy and Housing Coordination Darwin Moosavi presented this informational item.

No public comment.

Tab	Agenda Item	Facilitator	Type*
9	Middle Mile and Last Mile Broadband Initiatives Informational Presentation and Discussion	Connie Stewart; Robert Payne, California Department of Technology; Maria Ellis, California Public Utilities Commission	I

Equity Advisory Committee Member Connie Stewart presented this informational item.

Department of Technology Middle Mile Program Manager Robert Payne and California Public Utilities Commission Broadband Regional Initiatives Branch Supervisor Karen Eckersley provided an informational presentation on the broadband middle mile and last mile initiatives.

No public comment.

Tab	Agenda Item	Facilitator	Type*
10	California High-Speed Rail Informational Presentation	Alice Rodriguez California High-Speed Rail Authority	I

California High-Speed Rail Authority Deputy Director of External Affairs Alice Rodriguez presented this informational item.

No public comment.

Tab	Agenda Item	Facilitator	Type*
11	Workshop Update: Vision, Mission, and Foundational Principles for Transportation Equity	Nailah Pope-Harden	A

Caltrans Deputy Director of Equity and Tribal Affairs Nailah Pope-Harden presented this action item. The development of a vision, mission, and foundational principles for transportation equity was directed to be coordinated through an existing ad hoc subcommittee. Given the current workload of subcommittees, the item will continue to be developed within the Safety and Climate Subcommittee.

No action was taken.

Tab	Agenda Item	Facilitator	Type*
12	Subcommittee Updates	William Walker Subcommittee Chairs	A

Equity Advisory Committee Chair William Walker presented this informational item.

Equity Advisory Subcommittee Chairs provided updates on recent subcommittee meetings.

Recommendation: For the Walkability, Disability, and Complete Streets Subcommittee to write a letter of recommendations for the SB1121 Needs Assessment that will be brought to the full Equity Advisory Committee for approval.

Action Taken: Approved

Motion: Rousey **Second:** Armas-Kelly **Recused:** None **Absent:** Contreras, Hastings, Martinez, Novey, Williams

Vote result: 9-0

Ayes: Armas-Kelly, Gonzalez, Huerta, Ramirez, Rousey, Stewart, Torres-Van Vleck, Viegas-Walker, Walker

Nays:

Abstained:

No public comment.

Tab	Agenda Item	Facilitator	Type*
13	Member Reports and Future Meeting Topics	William Walker	I

Equity Advisory Committee Chair William Walker presented this informational item.

No public comment.

Tab	Agenda Item	Facilitator	Type*
14	2025 EAC Meeting Calendar	Justin Hall	I

California Transportation Commission Assistant Commission Clerk Justin Hall presented this informational item.

No public comment.

Tab	Agenda Item	Facilitator	Type*
15	Closing and Next Steps	Carolyn Abrams	I

Senior Advisor on Race and Equity in the Caltrans Director's Office of Equity and Tribal Affairs Carolyn Abrams presented this informational item.

No public comment.

ADJOURN

5:35PM

Interagency Equity Advisory Committee (EAC)
Caltrans | CalSTA | CA Transportation Commission

To: Hon. Toks Omishakin, Secretary, California State Transportation Agency (CalSTA)
Hon. Carl Gaurdino, Chair, California Transportation Commission (CTC)
Hon. Asm. Lori Wilson, Chair, Assembly Transportation Committee
Hon. Sen. Dave Cortese, Chair, Senate Transportation Committee
Mr. Mark Tollefson, Undersecretary, California State Transportation Agency
Mr. Tony Tavares, Director, California Department of Transportation (Caltrans)
Ms. Nailah Pope Harden, Deputy Director, Caltrans
Ms. Tanisha Taylor, Executive Director, California Transportation Commission
Ms. Sequoia Erasmus, Associate Deputy Director, California Transportation Commission

Fr: William Walker, Chair, Interagency Equity Advisory Committee (EAC)
wwalker.cal@gmail.com

Re: Final Thoughts regarding Final EAC Chair's Report to December 4-5, 2024 Joint Executive Meeting of the CA Transportation Commission & Interagency Equity Advisory Committee

Date: November 20, 2024

Greetings, Honorable Leadership! Attached you will find my final remarks to the EAC, CTC and Interagency Leadership. In it, I express my gratitude for serving as the inaugural Chair, in a capacity where, along with other advocates, experts and transit users, we provided advice to shape the policies and funding guidelines for the transportation infrastructure and services we rely upon day in and day out today and for years to come. Visiting project sites, attending public hearings and briefings, listening to and providing public comment, and being able to help debut or open projects or programs has been both rewarding and eye opening. Getting to know the planners, engineers, managers and policymakers around the state has been helpful to help us inform our perspectives on how we can continue to move forward the most equitable projects that put the communities most negatively impacted by past infrastructure wrongs first, in an effort to make those wrongs right. Thank you for this opportunity.

I have attached my final Chair's report to this first official and likely final communication outside of a regular meeting from me, as Chair, to you all. I wanted to provide five suggestions that I believe will take some weight off EAC Interagency Staff and help future EAC members coordinate among themselves the very important work that is ahead of them, which may be impacted by the change in political leadership this coming January 2025:

1. More EAC member discussion and deliberation, using existing meeting time
2. More community member and stakeholder engagement
3. Expanding EAC leadership opportunities
4. Refocusing committees from topics to function: internal, external and governance/procedures

Memo to CA Transportation Commission and Interagency Leadership
November 20, 2024

5. Expand opportunities for EAC member personal growth and development
1. ***Dedicate more time during EAC meetings for EAC members to deliberate among themselves*** their vision for equitable transportation
2. ***Develop a community-based organization and interested member of the public registry*** available from all 3 interagency websites (CalSTA, Caltrans, CTC) where stakeholders & individuals are directed to register for information about EAC events
3. ***Develop an expanded leadership*** of the EAC that expands the officers from two to five and includes the following officer positions:
 - a. Chair of EAC
 - i. This officer can support the external engagement of the EAC and is the EAC spokesperson
 - b. Vice Chair of EAC and Administration
 - i. This Vice Chair can support the internal engagement of the EAC and fills in for the Chair when the Chair is unavailable
 - c. Vice Chair of Internal Affairs
 - d. Vice Chair of External Affairs
 - e. Vice Chair of Governance, Policies and Procedures
4. ***Develop a committee structure that considers the capacity of existing staff structure***; three committees staffed by each agency, for example
 - a. An ***internal affairs committee*** that
 - i. recommends items from the EAC to the EAC Chair and Vice Chair to be placed on future EAC Committee and Subcommittee agendas each month in consultation with the monthly leadership check-in meetings
 - ii. liaises between EAC members and Interagency Staff
 - iii. helps EAC members develop resolutions or Committee actions to communicate their unified positions regarding major policies, projects or budgetary decisions that advance equity for groups identified in the EAC Charter
 - iv. surveys EAC members at the beginning of each term to determine which member serves as a subject matter expert for a particular Interagency policy or fund programming subject matter
 - v. reviews the Committee structure from the previous EAC and proposes a new structure for the subsequent EAC (to be approved by the subsequent EAC)
 - b. An ***external affairs committee*** that is responsible for
 - i. communicating Committee actions and resolutions to Federal, State and Local agencies, community stakeholders, and members of the public
 - ii. provides a space for community members to engage in EAC deliberations to ensure EAC positions are reflective of the community voice it represents
 - iii. Ensures that every public hearing held by CalSTA, Caltrans, the CTC, the Senate Transportation Committee, and the Assembly

- Transportation Committee, and any other identified meetings has representation from the EAC or a designee of the EAC
- iv. Monitors major developments at the federal, state and local level
 - v. Ensures that each official stakeholder group of the Commission has a liaison at the EAC, these groups include but are not limited to:
 - 1. Regional Agencies (Regional Transportation Planning Agencies and Metropolitan Planning Organizations)
 - 2. Rural Counties Task Force
 - 3. Self-Help Counties
 - 4. Transit Operators
 - 5. Native American Advisory Committee
 - 6. Federal Highway Administration, Federal Transit Administration, other Federal Partners
 - 7. The 12 Caltrans District Offices, Interagency Department Leads, Organized Labor and other Stakeholder Groups
 - 8. Other State Partners (CARB, CalEPA, CDT, CPUC, HCD, CNRA, OPR/SGC/LCI, and others)
- c. A **policies, procedures, governance and nominations committee** that
- i. develops an internal communication structure for the Committee that adheres to state laws regarding communications between members including the Bagley-Keene Act;
 - ii. solicits input from the EAC, community stakeholders and members of the public, regarding nominations to vacant EAC member positions
 - iii. provides a list of names from communities with the least representation on the EAC to Interagency Leadership to include in future EAC member position outreach
 - iv. ensures each EAC member selects an objective or goal for the year
 - v. proposes ideas for EAC bonding, EAC member professional development opportunities, and pairs an EAC member with a staff mentor from one of the three agencies
 - vi. recruits EAC members to attend Commission meetings, field visits and to provide the monthly EAC written and verbal remarks to the Commission and Interagency Leadership
 - vii. identifies opportunities for EAC members to bond outside meetings
5. Ensure that ***every opportunity for EAC member engagement is also an opportunity for their own professional growth and development***
- a. Every EAC member is unique and comes from a different background and set of circumstances, with differing levels of experience in policy advising roles

Interagency Equity Advisory Committee (EAC)
Caltrans | CalSTA | CA Transportation Commission

- b. Treat each meeting as an opportunity for each member to point to one objective or goal they met each meeting

I thank you again for the opportunity to lead such an inspiring, intelligent, inclusive, informative and impactful group of individuals. It was truly an honor and a pleasure. Thank you! - William

ATTACHMENT: DECEMBER 4-5 EAC CHAIR'S REPORT TO THE COMMISSION & INTERAGENCY LEADERSHIP

EAC Chair's Report to Joint Executive Meeting of the Interagency Equity Advisory Committee and California Transportation Commission

Riverside County Administrative Center Building
Board of Supervisors Chambers
4080 Lemon Street, Riverside, CA

December 5, 2024

In my final report to the Interagency Equity Advisory Committee, the California Transportation Commission, leadership staff at the California Department of Transportation (Caltrans) and the California State Transportation Agency (CalSTA), I decided to begin with thoughts from our first Executive Meeting of the Commission and EAC, in March of 2023 at the Los Angeles County Metropolitan (Metro) Transportation Authority Board Room at the Los Angeles Union Station Gateway Building.

1. Requests from Interagency Equity Advisory Committee members to staff for the year ahead ...

Without naming names, I want to share a few requests from very green Interagency Equity Advisory Committee members. You can play a game later with this report by assigning the name of the EAC member you think might have said the following ...

- a. Can staff provide background on all three agencies – Caltrans, CalSTA, the Commission?
- b. How do the agencies interplay? How do they work together. What are the roles and responsibilities of each and where does each have authority or decision-making power?
- c. What is controlled at the three agencies at the state level versus what is controlled at the local level?
- d. How does the regional planning process come together?
 - a. Regional Transportation Plans
 - b. Sustainable Communities Strategies
 - c. The planning process that yields an RTP or SCS
 - d. Why have certain projects been “on the books” for many years?
- e. How can we make sure the transportation system is equitable in sense of access:
 - a. Seniors
 - b. People with children
 - c. People with special needs

- d. People with disabilities
- e. Other special populations
- f. What are agencies doing around making their systems accessible
- g. Calendaring: where is a “mapping out” of:
 - a. What agencies are working on
 - b. What projects are prioritized over the years
- h. What guidelines projects are due and how the EAC can engage
 - a. Having the advance conversations
 - b. Ensuring EAC is not invited after the plans are finalized (or baked)
 - c. Engaging the EAC fully
- i. What are the project lists and how can the EAC engage
- j. Is there a collection of all the transportation plans at the state and local level similar to the clearinghouse created for CEQA documents? Can this be created in conjunction with a data mapping tool?
- k. What are the criteria utilized to determine which projects are funded, when agencies want to elevate projects.
- l. How can we ensure that youth are at the table?
- m. Can the equity plans from SCAG, SANDAG and other MPOs or LTCs/RTPAs be shared?
- n. What tangible power does this committee have? What tangible influence?
- o. How much influence and power does this committee have over all three agencies: Caltrans, CalSTA, the Commission?
 - a. Budgetary oversight and adjustments?
 - b. Freeway construction decisions
 - c. Multimodal pathways
 - d. Opening restrooms at transit facilities
 - e. Emergency stations

2. Thoughts for the Year Ahead for the Interagency Equity Advisory Committee ...

This is what almost everyone shared about what they wanted to see for the future of the Equity Advisory Committee:

EAC Members

1. Alex Contreras, *Happy City Coalition, Southeast Los Angeles County, unceded Tongva and Gabrielino Territory*

- ﷥ Champion people first land use policies
- ﷥ Prevent destruction of homes targeted for removal by freeway expansion
- ﷥ Bridge the gap between housing and transportation policies

2. Ana Gonzalez, *Environmental Justice activist, Ctr for Comm. Action and Env. Justice (CCA EJ), Jurupa Valley, Riverside and San Bernardino counties-unceded Tongva Territory*

- ﻯ Find solutions to improve public transportation access, reduce 700,000 daily volume of freight trucks that emit pollutants inhaled by community members

3. Amber Novey, *LiUNA Laborers' Int'l Union of N. Amer., Labor Activist, Sacramento and Inland Empire, unceded Tongva and Gabrielino Territory*

- ﻯ Advocate for fair share of federal funds for equitable transportation projects and careers.

4. Axel Santana, *Policy Link, Oakland-San Francisco Bay Area and Santa Ana-Orange County unceded Ohlone and Tongva Gabrielino territories.*

- ﻯ Repair past harms, center equity, prioritize community voices
- ﻯ Leverage moment for equitable implementation of future federal funding
- ﻯ Ensure infrastructure and transportation are used in the most equitable way
- ﻯ Strengthen and prioritize public transportation; get cars off roads as much as we can

5. Cheryl Viegas-Walker, *City Council Member Emerita of El Centro, Imperial County, unceded Kumeyaay Territory*

- ﻯ Huge fan of transportation
- ﻯ Make sure everyone has equitable access to transportation, including all populations, whether special needs, students, or wherever one fits on that spectrum.

6. Connie Stewart, *Advocate for Rural Communities and Native First Nations Communities, Arcata, Humboldt County, unceded Yurok and Wiyot territories*

- ﻯ Plan with equity in mind, but also, implement with equity in mind
- ﻯ Get broadband using transportation infrastructure to communities that need it most, including underserved communities, First Nations Indigenous Peoples

7. Herb Hastings, *Disability Rights and Transportation Advocate, Regional Center of the East Bay, Dublin, San Francisco Bay Area and unceded Ohlone territory*

- ﻯ Serves on a number of disability advisory committees for Bay Area transit agencies.

8. Kristine Williams, *Enterprise Community Partners, transportation and housing advocate, unceded Miwok and Yokuts Territory, Stockton*

- ﻯ Hopes for housing and transportation integration when planning and delivering transportation investments.
- ﻯ Be cognizant of the broader land impacts those investments have, and keeping a climate resiliency lens.
- ﻯ Acknowledge past harms; Stockton is bounded by Highways 5 and 99 and bisected by Highway 4 that divided the formerly largest Filipino American community in California and still separates South Stockton from the rest of Stockton

9. Martha Armas Kelly, *Environmental Justice advocate, Catholic Charities, Diocese of Stockton, San Joaquin and Merced Counties, Central Valley, unceded Miwok and Yokuts land*

- ﻯ Develop solutions that will impact people for a better systemic change
- ﻯ Be the heart, the voice of our ancestors
- ﻯ Plan with youth at the table

10. Michael DeSpain, *Chief Operation Officer, Buena Vista Rancheria of Miwok Indians, Sacramento and Amador counties*

- ﻯ Assist with transportation issues on and off reservations

11. Nailah Pope Harden, *Climate Justice advocate, statewide organizer, Sacramento Region, unceded Nisenan, Maidu, Valley and Plains Miwok, and Patwin territories*

- ﻯ Create holistic policy to help Californians thrive
 - ﻯ Equity work is justice work; transportation justice done right is liberation work
 - ﻯ Get it right. Get it done. Do not draw it out.
 - ﻯ Two years from now we talk about what color bike lanes should be not arguing about access to jobs and housing
 - ﻯ Deeply believe in coalition work; believe in the power of what we can do here.
- Nailah Pope Harden left the EAC in February 2023 to join Caltrans in Spring 2023 as Deputy Director of Equity and Tribal Affairs.*

12. Peggy Martinez, *Disability Inclusion Advocate, Arcata, Humboldt County, unceded Yurok and Wiyot territories*

- ﻯ An equitable transportation system will provide a way for people to be employed, access schools efficiently, recreate, or whatever one wishes to get to
- ﻯ Transportation, walkability, pedestrian and bicycling projects should work for as many people from as many different backgrounds and abilities as possible
- ﻯ Be the heart, the voice of our ancestors
- ﻯ Plan with youth at the table

13. Randy Torres Van Vleck, *Community Activist, City Heights Community Development Corporation, San Diego County and United States Mexico Transborder Region, unceded Kumeyaay territory*

- ﻯ Increase transborder mobility, affordable housing, access to opportunity, transportation justice, meaningful community engagement and participation
- ﻯ Reduce economic barriers to transit, increase access to free transit for youth
- ﻯ Recognize the wrongs of our past, ensure we are not replicating them, correct the wrongs moving forward

14. Stella Ursua, *Clean Energy Advocate, Sr. Manager, Great Alternatives, Long Beach and Los Angeles County, and unceded Tongva and Gabrielino territories*

- ﻯ Connect underserved communities to solar energy systems, lower energy bills, and develop the workforce within those communities negatively impacted by infrastructure

- ﻯ Reduce greenhouse gas emissions by providing clean energy and equitable transit modes.

15. William Walker, *graduate student researcher and transit activist, San Francisco Bay Area, Central Coast and Southern California, unceded Ohlone, Obispeno, Tongva, Gabrielino territories*

- ﻯ Invest in transit equitably so everyone can use the system equally.
- ﻯ Make system equitable for all
- ﻯ Make a system so frequent so a schedule is not needed to ride it easily

Commissioners

16. Lee Ann Eager, Chair, California Transportation Commission

Representing Fresno County, the Central Valley and Economic Development interests

- ﻯ The role of EAC members is to tell the Commission, CalSTA and Caltrans:
 - What we have been doing well
 - What we should be doing differently
 - What direction we should be going
- ﻯ The role of the Commission is:
 - To listen
 - Take recommendations to heart
 - Work together to make a better transportation for all of us

17. Adonia Lugo, Commissioner, California Transportation Commission

Representing Los Angeles, Transportation Equity and Justice, Active Transportation communities

- ﻯ Excited to learn from EAC members what the Commission should invest in
- ﻯ Understand what the community capacity might be to collaborate with the 3 agencies considering how starved and underinvested the communities have been for 500 years.
- ﻯ What are the names for the roles of community experts and how can their community lived experience be turned into career level work in planning that is compensated?
- ﻯ What are the more recent impacts of a logistics economy where workers, transit riders and delivery drivers alike are without places to rest or to use a restroom?

18. Clarissa Falcon, Commissioner, California Transportation Commission

Representing San Diego County, Economic Development expertise

- ﻯ Interested and excited to incorporate the work of the EAC into what the Commission does in terms of future transportation investments and to incorporate EAC member feedback on transportation funding guidelines

19. Hilary Norton, Commissioner, California Transportation Commission

Representing City of Los Angeles, Los Angeles County, Active Transportation and Walkability/Accessibility

- ﻯ Be very mindful about how our transportation system can provide access and opportunity, but also do harm.

- ﻯ Make our transportation system more accessible, friendly, with amenities such as restrooms, and for the ability to travel on transit with the same dignity on transit and sustainable modes (bike, ped, micromobility) as car travelers.

20. Joe Lyou, Commissioner, California Transportation Commission

Representing Los Angeles County, Environmental Justice community

- ﻯ Prevent future problems and address past grievances
- ﻯ Seek EAC guidance on policy decisions, many of which will not be easy.
- ﻯ Hold the Commission and agencies accountable to implement equity fully and completely

21. Michele Martinez, Commissioner, California Transportation Commission

Representing Long Beach, Orange County cities, transportation justice advocacy

- ﻯ EAC member insight is needed for our Commission, in this new chapter, to act clearly and move forward in a wise way, collectively and collaboratively.
- ﻯ Hold Commissioners accountable and provide a spirit of collaboration and vision that instills love.
- ﻯ Human power and people will drive our policies with good people

22. Darnell Grisby, Commissioner, California Transportation Commission

Representing the San Francisco Bay Area, former Inland Empire resident, Transportation Justice communities

- ﻯ Keep Commission and agencies real and tied to realities
- ﻯ Understand that transportation systems make or break communities.
- ﻯ Make system work for more people so the next generation sees that today's investments led to their own liberation.

Interagency Leadership

23. Mark Tollefson, Undersecretary, CalSTA

- ﻯ This is a very significant day. We have never done anything like this, so it is a very big deal
- ﻯ Each EAC member is an advocate for people who have been overlooked or disregarded; each member is critical to our mission
- ﻯ The EAC should hold each of the 3 agencies accountable. Push us. Guide us.

24. Mike Keever, Chief Deputy Director, Caltrans

- ﻯ Focus on all people, particularly the people we often do not hear.
- ﻯ The more we stop and listen, the more our eyes continue to be open and see opportunities to make the best positive difference we can for the people of California we serve.

25. Mitch Weiss, former Executive Director, California Transportation Commission

- ﻯ Provide transportation for people, particularly the underserved
- ﻯ Plan and fund projects that articulate the vision of the People of California
- ﻯ Come further than the three years it took to get the EAC established.

26. Tanisha Taylor, current Executive Director, California Transportation Commission

- ي Uses the transportation system with the lens of accessibility and disability in mind.
- ي Ensures Commission speaks equally for voices in the room and not in the room.

27. Tony Tavares, Director, Caltrans

- ي Transportation is a basic need and a right for everyone
- ي Caltrans wants to deliver benefits, reduce harms and reconnect communities and neighborhoods that have been separated by some of the transportation system
- ي We need to connect our hearts and minds when we deliver transportation solutions

I was unable to capture everyone in the room, because everyone in the room did not speak. One thing that I was taught as a child was that closed mouths did not get fed. I encourage Commission and Agency staff who did not speak up at that moment to consider doing so in the future. This movement can only be as strong as its enlistees. By taking that space, we can all share in the struggle, be present with each other, and become stronger.

3. Final thoughts from William Walker, Inaugural Chair of the Interagency Equity Advisory Committee ...

I will be very brief ... for William Walker brief standards of course! The report is a bit late, and I apologize to staff. I first want to thank the CTC Equity Advisory Roundtable members that were a part of this first EAC: Randy Torres-Van Vleck, Connie Stewart and Nailah Pope Harden. I really wish the structure of the Committee allowed for us to lean in with you all a bit more. Your guidance would have been sage in the agenda development meetings. If you ever leave the EAC ecosystem, please work with folks to ensure what you all put into this effort continues to ring true long after we are gone. If there is a Charter amendment or EAC member handbook, I hope that you three are all over it with input from your peers from that era. Looking forward to whatever the next phase for this cocoon might be before it becomes a beautiful equity butterfly.

I had no idea what might be in store for me when signing up to be Chair of the Interagency Equity Advisory Committee. I know that I am never everyone's favorite. There is something about walking the earth in size 15 shoes, shoulder length dreadlocks, dark skin, and, to many, an off-putting voice that just makes me not likeable. I get fired from jobs, kicked out of schools, and told I am not wanted, or needed, since 6 years old. Because doors have constantly closed on me, often shortly after being opened, I understand the fight for equity. I am born and raised Californian where only 5 percent of Californians look like me, but when I've done community service in my local jails and prisons, 28 percent of those under lockdown look like me. More than half of

inmates I received phone calls from at my radio station jobs asking for a dedication or at CHALK Youthline or the ACLU help line I answered once upon a time are nonwhite people of color. I have always been different. Much of my work as Chair of this Committee I found that rang true as well. I would apologize for it, but I would then be resigning myself to the same institutional racism that got us where we are in the first place. Instead of apologizing, I leaned into it, hoping I could liberate myself and my people, like many of my peers said at that March 2023 meeting (see section 2 above).

Instead of shying away from it, I leaned in. When people told me that I didn't need to attend Commission meetings, I attended more. When people told me I managed meetings poorly, I pushed to gain more control of agenda development to reduce the number of items on our EAC agenda so we could manage our time better. When I was told I was too negative, I took that narrative head on as well. I steered away from pointing out the problems with the system in which we are being asked to serve. A system where we are chosen by the same people we are asked to advise. It makes it very difficult to speak up for justice when the people that hold that power are the same people that convene your meeting to advise them. It sometimes makes for unsafe situations. I hope that staff considers this when developing next year's program for the EAC.

I want to thank every member of the Equity Advisory Committee for all you contributed these past few months for some, few years for a few others, and two years for the vast majority of us.

Thank you to you all:

Martha Armas-Kelly

Alex Contreras

Ana Gonzalez

Herb Hastings

Gloria Huerta

Peggy Martinez

Amber Novey

Andres Ramirez

Michelle Rousey

Connie Stewart

Randy Torres-Van Vleck

Cheryl Viegas-Walker (aka, Cousin Walker!)

Kristine Williams

And past members: Axel Santana, Michael DeSpain, and Stella Ursua

I am truly proud of the work I have done the past two years. I brought motions to the committee that they supported to develop our three ad-hoc committees on Safety and Climate; Housing, Infrastructure and Broadband, and Walkability, Disability and Complete Streets. I am extremely proud of the letter we crafted together as an Ad-Hoc Climate Action Plan for Transportation Infrastructure EAC Subcommittee that advised Secretary Toks Omishakin, Undersecretary Mark Tollefson, Deputy Director Darwin Moosavi and other CalSTA staff on how we can more equitably move forward climate and transportation infrastructure projects in the great State of California. I pushed ardently to give EAC members more of a say on placing items on the EAC meeting agenda.

If I have made it to the festivities we are calling the final December 5, 2024, EAC Meeting in Riverside, it will have been my 77th official meeting attended on behalf of the EAC since March of 2023. I have probably seen more than two dozen geographies, countless Commission reports, dozens of construction projects and conference panels, and an infinite number of recitals of the rules of the road prior to each public meeting we hold, even today, recited most of the time by the Voices of the Commission:

Deputy Director Doug Remedios,
Assistant Clerk Justin Hall, and
Commission Extraordinaire Magician Brandy Fleming who (is often silent but ever present) makes everything on Zoom happen.

I cannot say much on behalf of the Committee, but I think they would all agree we owe you three, and the following EAC supporting cast:

Sequoia Erasmus of CTC Staff,
Denise Mitchell of CTC Staff,
Carolyn Abrams of Caltrans Staff,
Laura Pennebaker of CTC Staff
Undersecretary Mark Tollefson of CalSTA,

Interagency Equity Advisory Committee (EAC)
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EAC Member Emerita and Deputy Director of Equity and Tribal Affairs Nailah Pope Harden
Commission Executive Director Tanisha Taylor
Immediate Past Commission Chair Lee Ann Eager
Immediate Past Vice Chair and Current Commission Chair Carl Guardino
Vice Chair Darnell Grisby
The Entire California Transportation Commission and workers of Caltrans, CalSTA and the CTC.
CalSTA Secretary Toks Omishakin
Caltrans Director Tony Tavares
Caltrans Chief Deputy Director Mike Keever
Senate Transportation Committee Chair Hon Sen. Dave Cortese
Assembly Transportation Committee Chair Hon. Asm. Lori Wilson
Governor Gavin Newsom
Federal, State, and Local partners, including Transportation Commission, Regional Transportation Planning, Metropolitan Planning organization partners, Rural Counties Task Force, Self Help Counties Task Force, transportation agency and department partners
Community members, partners, stakeholders, and most importantly members of the public, and anyone else I may have left off. I definitely make mistakes.

It has truly been an honor. I would be happy to support future EAC members, officers, committee chairs and of course whomever the next Chair might be. Thank you for this opportunity.

Kindly,

William Walker, Chair
Interagency Equity Advisory Committee
Caltrans | CalSTA | Transportation Commission
wwalker.cal@gmail.com

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: December 5-6, 2024

From: TANISHA TAYLOR, Executive Director

Reference Number: 4.1, Action

Prepared By: Justin Behrens
Deputy Director

Published Date: November 22, 2024

Subject: State and Federal Legislative Matters: 2024 Annual Report to the Legislature

Recommendation:

Staff recommends the California Transportation Commission (Commission) adopt and submit to the Legislature the Commission's 2024 Annual Report.

Issue:

2024 Annual Report to the Legislature

California Government Code Section 14535 requires the Commission to adopt and submit an annual report to the Legislature by December 15 of each year. The report must summarize the Commission's prior-year decisions in allocating transportation capital outlay appropriations and identify timely and relevant transportation issues facing the state.

This year's report highlights the Commission's accomplishments over the last year, including allocating \$13.8 billion to vital transportation projects throughout the state that will create over 151,000 jobs. The report also highlights the Commission's continued focus on advancing key state transportation goals related to equity, climate, economic growth, safety, and asset management through its policy, planning, and funding decisions.

Additionally, the report includes recommendations for consideration by the Legislature to address ongoing funding needs for the Active Transportation Program and the Local Transportation Climate Adaptation Program, and preliminary recommendations related to the 2025 State and Local Transportation System Needs Assessment, which will be presented to the Commission for adoption in early 2025.

The draft report and recommendations are included as Attachment A.

Extraordinary Legislative Session

On November 7, the Governor issued a proclamation convening an extraordinary session of the Legislature for the purpose of providing additional funding to executive branch offices to support their ability to respond to actions taken by the incoming Trump Administration. The extraordinary session will convene on December 2.

Background:

The Legislature is scheduled to begin the 2025-26 regular legislative session with an organizational session on December 2. The Senate and Assembly will reconvene to begin work in the regular legislative session on January 6. The Governor is required to submit a proposed state budget for Fiscal Year 2025-26 on January 10, 2025. Hearings on the budget and other introduced bills are expected to commence in February and March.

Attachment:

- Attachment A: Draft 2024 Annual Report to the Legislature

A photograph of an Amtrak San Joaquin train, featuring blue and white passenger cars, stopped at a train station platform. The train is viewed from a low angle, emphasizing its length and the station architecture.

2024

ANNUAL REPORT

TO THE CALIFORNIA LEGISLATURE



CALIFORNIA
TRANSPORTATION
COMMISSION



DRAFT

The California Transportation Commission is an independent state agency responsible for funding highway, local road, transit, intercity passenger rail, active transportation, and general aviation projects throughout California. The Commission also advises and assists the California State Transportation Agency Secretary and the Legislature on state transportation policies and plans.

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CHAIR AND VICE CHAIR LETTER

Members of the Legislature:

We are pleased to present the California Transportation Commission's 2024 Annual Report to the Legislature. Pursuant to Government Code sections 14535 and 14536, this report summarizes the major policies and funding decisions adopted by the Commission in the past year and offers recommendations to continue improving California's transportation system.

Seven years ago, the Legislature passed Senate Bill 1, the Road Repair and Accountability Act of 2017, providing a sorely needed infusion of new revenues into California's transportation system to tackle the challenges and needs of the coming decade. Together with increased federal investment through the Infrastructure Investment and Jobs Act of 2021, these resources have enabled historic levels of investment in California's transportation system, including \$13.8 billion allocated by the Commission to transportation projects across the state in Fiscal Year 2023-24. This figure represents an increase of \$2 billion over the previous year and is responsible for the creation of over 151,000 jobs. Through careful stewardship of these resources, we have made consistent progress towards the performance targets established in Senate Bill 1 and the State Auditor has removed transportation infrastructure from the list of high-risk issues.

During 2024, the Commission has continued its focus on promoting safety, equity, climate action, and economic prosperity when making these investments in the state's transportation system. In March, the Commission adopted a \$21.2 billion State Highway Operation and Protection Program, funding projects that will maintain and preserve the backbone of the state's transportation system. The Commission also approved nearly \$2.9 billion for regional and interregional priority projects through the State Transportation Improvement Program, with nearly half of the new funding going to rail, transit, and active transportation projects.

Although the final 2024-25 state budget reduced funding for the Active Transportation Program to one-tenth of the funding available in the previous program cycle, the Commission was able to preserve all the funding commitments made last cycle and award an additional \$100 million to new projects that will make it easier to walk and bike around communities throughout California. Next year, the Commission will also award \$90 million to new projects that will make the state's transportation infrastructure more resilient to the effects of climate change through the Local Transportation Climate Adaptation Program.

The total demand of project applicants exceeded the funding appropriated by the Legislature for both these programs by more than double. Achieving a multimodal, resilient transportation system of the future will require even greater levels of investment for these purposes.

This year also saw the Commission update its guidelines for the Senate Bill 1 competitive programs, including the Local Partnership Program, the Solutions for

Congested Corridors Program, and the Trade Corridor Enhancement Program, setting the stage for more than \$1 billion in additional investments next year when the Commission awards funding to new projects. We are pleased to build on the success of these programs in achieving the goals of the Climate Action Plan for Transportation Infrastructure by investing in projects that reduce greenhouse gas emissions and provide more multimodal alternatives to Californians.

These updates incorporate feedback from the Interagency Equity Advisory Committee, convened with Caltrans and the California State Transportation Agency. The perspective of the Equity Advisory Committee members provides critical insight into how the Commission ensures its programs and policies support and empower historically marginalized communities. We are eager to build upon this work even further in the coming years.

Despite the progress made in the past year, trouble looms on the horizon. Today, three-quarters of the way through the funding horizon envisioned by Senate Bill 1, our ability to ensure a sustainable funding system for transportation infrastructure is more uncertain than ever. As the state achieves its zero-emission vehicle goals, gas tax revenues will decline by 13 percent by the end of the decade. As a result, the Commission's 2025 State and Local Transportation System Needs Assessment identifies a 10-year funding gap of nearly \$200 billion to adequately address the state's transportation needs, including local streets and roads, highways, transit, active transportation, and climate adaptation.

Addressing this projected shortfall by designing a long-term, sustainable funding solution for transportation is critical to ensure the state has the tools in place to protect the progress that has been made since Senate Bill 1 and provide for a safe, multimodal transportation system that supports all Californians for decades to come.

The Commission recognizes this will not be a simple problem to solve, and that much work lies ahead. We are ready to partner with the Legislature to achieve this outcome. In the meantime, we are committed to continuing to guide investments that promote equitable outcomes, enhance safety, combat climate change, and sustain a vibrant economy. We thank you for your continued collaboration and look forward to continuing this work on behalf of all Californians.

Sincerely,



CARL GUARDINO
Chair



DARNELL GRISBY
Vice Chair



COMMISSION IN BRIEF

The California Transportation Commission funds highway, local road, transit, intercity passenger rail, active transportation, and general aviation projects throughout California.

The Commission consists of 11 voting members and two ex officio, non-voting members. Of the 11 voting members, nine are appointed by the Governor, one is appointed by the Senate Rules Committee, and one is appointed by the Speaker of the Assembly. The two ex officio members are appointed one by the Senate Rules Committee and one by the Speaker of the Assembly. The Commission holds public meetings throughout California, at which time it reviews and approves projects for funding. The Commission also holds town hall meetings and workshops across California to engage the public and stakeholder groups.

In Fiscal Year 2023–24, the Commission had 44 positions and an administration budget of \$9.95 million. The Commission appoints an Executive Director, who acts as a liaison between the Commission and the Legislature, as well as the Secretary of the California State Transportation Agency (CalSTA), the Director of the California Department of Transportation (Caltrans), regional transportation agencies, and other state agencies.

The Commission is primarily responsible for the following:

Developing and Coordinating Policy

The Commission sets transportation policies, consistent with state and federal laws, in its program guidelines. Guidelines are developed through workshops open to all stakeholders and the public. The Commission also has a statutory charge to advise the Legislature and the Secretary of Transportation on state transportation policy. To coordinate the implementation of policies that jointly affect transportation, housing,

and air quality, the Commission meets at least twice annually with the California Air Resources Board and the California Department of Housing and Community Development.

Funding Transportation Projects

The Commission's responsibilities vary by program but generally include developing guidelines, adopting programs of projects, and allocating funds. Most programs have funding cycles that span multiple years. When the Commission adopts a program of projects, it commits funds to individual projects in each year of the program cycle. During the year a project is programmed, the agency must request an allocation from the Commission. The allocation authorizes the agency to begin incurring expenditures on the project.

Ensuring Project Accountability

After the Commission allocates funds to projects, Caltrans performs administrative oversight and prepares and submits regular progress reports for each project by program. The Commission takes appropriate actions when issues and concerns are identified. The Commission also ensures accountability by requiring agencies to request approval for project scope, schedule, and/or cost changes.

Evaluating Performance Outcomes

The Commission is required to annually evaluate the progress made by Caltrans toward meeting performance measures for the state highway system, including for pavement and bridge conditions. The Commission also requires regional and local agencies to report on project outcomes, such as lane miles constructed, and/or estimate project benefits, such as pavement quality improvements, greenhouse gas emissions reductions, and reductions in congestion.

OTHER MAJOR RESPONSIBILITIES

The Commission also is responsible for:

Approving Toll Facilities The Commission has the authority to approve proposals for high-occupancy toll lanes or other toll facilities.

Administering a Road Charge Committee The Commission administers the Road Charge Technical Advisory Committee, which is responsible for assessing alternatives to the gas tax for generating state transportation revenues.

Approving Right-of-Way Matters The Commission is responsible for approving right-of-way matters, such as property condemnations, new public road connections, state highway relinquishments to local control, and leases for space underneath state highways.



ACCOMPLISHMENTS

In 2024, the Commission continued to focus on advancing key state transportation goals related to equity, climate, economic growth, safety, and asset management through its policy, planning, and funding decisions. The Commission accomplished its work at a variety of meetings and events open to stakeholders and the public. This included holding seven regular Commission meetings, two joint meetings with the California Air Resources Board and the California Department of Housing and Community Development, two rural Town Hall meetings, six Interagency Equity Advisory Committee meetings, three Road Charge Technical Advisory Committee meetings, and over a dozen program workshops. The Commission continued to hold events in a hybrid in-person/web-based format to allow greater participation from stakeholders and the public and to address accessibility needs. In total, the Commission allocated \$13.8 billion to previously approved projects during the fiscal year, which will create more than 151,000 jobs throughout the state. The Commission also approved new projects in the State Highway Operation and Protection Program and the State Transportation Improvement Program. The remainder of this section of this report describes the Commission's major accomplishments in more detail.



EQUITY AND PUBLIC ENGAGEMENT

Throughout 2024, the Commission continued to work internally and with interagency partners to improve equitable outcomes in transportation and to enhance public engagement throughout the state, in accordance with its Racial Equity Statement. Adopted by the Commission in January 2021, the Racial Equity Statement recognizes that throughout California's history, improvements to the State's transportation system have disproportionately benefitted some population groups and burdened others, and commits to creating mobility opportunities for all Californians, especially those from underserved communities, to thrive in all aspects of life.

Interagency Equity Advisory Committee

The structure and membership of the Interagency Equity Advisory Committee (Committee) were approved by the Commission, the California Department of Transportation (Caltrans), and the California State Transportation Agency (CalSTA) in late 2022, and the first executive meeting of the Equity Advisory Committee was held on March 21, 2023.

The Interagency Equity Advisory Committee is a priority for the Commission, Caltrans, and CalSTA. The Committee is intended to elevate diverse and historically marginalized voices to advise each agency on how to achieve meaningful outcomes in transportation equity, environmental justice, and equitable economic opportunities, especially as related to transportation planning and programming.

Between September 2023 and December 2024, the Committee met nine times. Committee members participated in workgroups, funding application review, program guidelines development, public workshops, interagency staff briefings, and Committee updates to the Commission.

In April 2024, members of the Committee took action to form three ad hoc Subcommittees. The following ad hoc Subcommittees were approved and held virtual kickoff meetings in early August:

- Safety and Climate
- Housing, Infrastructure and Broadband (including anti-displacement)
- Walkability, Disability and Complete Streets

In May, Committee members formed an additional ad hoc Subcommittee that provided recommendations to the draft Climate Action Plan for Transportation Infrastructure (CAPTI), led by CalSTA. This ad hoc Subcommittee met twice in July.

Committee members also provided guidance on the following Commission activities:

Program Guidelines

Commission staff solicited feedback and input from Committee members during the development of the updated guidelines for the Active Transportation Program, the Local Transportation Climate Adaptation Program, and the State Highway Operation and Protection Program. Committee members attended workshops for these programs and provided input for consideration in the draft guidelines.

Senate Bill 1 Programs

The Commission hosted an equity-focused workshop in March 2024 and invited Committee members and advocates to provide feedback on changes to the Senate Bill 1 Programs Transportation Equity Supplement. Committee members recommended focusing on strategies that actively engage communities in project development rather than simply informing them of it. This core value was critical to the development of the updated Equity Supplement. To further inclusivity and engagement, the Commission expanded the list of groups that are considered disadvantaged or historically impacted and marginalized communities to add unhoused and displaced individuals, and individuals living with disabilities or mobility impairments. Additionally, the Commission increased the number and types of example inclusion and engagement strategies.

Equity and Road Charge Statewide Outreach

In August 2024, CalSTA began a pilot program to identify and evaluate issues related to the collection of revenue for a road charge program per Senate Bill 339 (Wiener, Chapter 308, Statutes of 2021). To inform the continued study of road charges in California and identify equity issues for consideration, Commission and Caltrans Road Charge Program staff will continue to engage the Committee through a series of briefings regarding equity and road charge.

State and Local Transportation System Needs Assessment

Committee members offered initial input on the development of the 2025 State and Local Transportation System Needs Assessment in November 2023 and provided input at the Needs Assessment Policy Recommendations Workshops in May and June 2024.

More information on the Committee is available on the Commission's website at: <https://catc.ca.gov/programs/interagency-equity-advisory-committee>

Equity Trainings

In 2023 Commissioners, Executive Management and Deputy Directors participated in a mental health-focused Racial Equity Training series. In 2024, the Commission extended this equity-focused training to all Commission staff as a three-year, iterative, and interactive series that supports staff development to become proficient, engaged practitioners of transportation equity within each of their respective roles. These trainings reflect the Commission's commitment to "provide expanded opportunities for Commissioners and staff training related to diversity, equity, & inclusion" laid out in its Racial Equity Statement.

TRANSPORTATION, CLIMATE, AND HOUSING POLICY COORDINATION

In 2024, the Commission collaborated with partner agencies and stakeholders to thoroughly integrate and coordinate planning and policy efforts focused on transportation, housing, and climate.

Climate Action Plan for Transportation Infrastructure

In July 2021, CalSTA adopted the Climate Action Plan for Transportation Infrastructure (CAPTI). The plan details how the state recommends investing billions of discretionary transportation dollars annually to aggressively combat and adapt to climate change while supporting public health, safety and equity. CAPTI builds on executive orders signed by Governor Gavin Newsom in 2019 and 2020 targeted at reducing greenhouse gas emissions from the transportation sector needed to reach the state's ambitious climate goals. The Commission completed implementation of every short- and medium-term Commission-led CAPTI strategy with the adoption of the 2022 Senate Bill 1 program guidelines in August 2022.

In December 2023, CalSTA published its second CAPTI Annual Progress Report, which included several findings demonstrating that the Commission's implementation of CAPTI has shifted state investments substantially towards projects that reduce vehicle miles traveled. For example, CalSTA's analysis found that the projects funded through the Commission's programs after CAPTI generated significantly fewer vehicle miles traveled compared to program cycles before the adoption of CAPTI.

In 2024, CalSTA is working to update CAPTI to further CAPTI's achievements and reduce additional greenhouse gas emissions from key state discretionary transportation funding programs. CalSTA released a draft of the new actions and their descriptions prior to their presentation at the November 2024 Joint Meeting of the Commission, California Air Resources Board, and California Department of Housing and Community Development.

Joint Meetings with the California Air Resources Board, and the Department of Housing and Community Development

Pursuant to Assembly Bill 179 (Cervantes, Chapter 737, Statutes of 2017) and Assembly Bill 185 (Grayson, Chapter 534, Statutes of 2019), the Commission meets jointly with the California Air Resources Board and the Department of Housing and Community Development to coordinate policies that affect transportation, housing, and air quality. In 2024, two joint meetings were held: one in the spring and one in the fall.

The Spring joint meeting was held on April 11 in Petaluma. This meeting focused on the topics of sustainable freight and transportation project prioritization. The discussion on sustainable freight and community impacts featured presentations by staff representing the Commission, the California Department of Housing and Community Development, the California Energy Commission, and the Governor's Office of Business and Economic Development. The joint body also heard a presentation on how to achieve state goals through the transportation project prioritization process.

The Fall joint meeting was held on November 7 in Riverside. This meeting, which focused on state initiatives to align climate, housing, and transportation, featured the third annual progress report on CAPTI implementation from CalSTA. The California Air Resources Board presented an update on the Senate Bill 150 (Allen, Chapter 646, Statutes of 2017) data dashboard, which uses housing, transportation, and land use metrics to assess progress for regions working to achieve the goals of their sustainable communities strategies. The California Department of Housing and Community Development presented on the statewide implementation and successes of the Regional Early Action Planning Grants of 2021 (REAP 2.0) program, which funds regional planning and implementation activities that accelerate infill housing development, affirmatively further fair housing, reduce vehicle miles traveled, and advance implementation of regions' Sustainable Communities Strategies to achieve state housing and climate goals.

PROGRAM AND GUIDELINE ADOPTIONS

In 2024, the Commission approved new programs of projects and continued to allocate funds to previously approved projects. Projects funded through Commission programs include, but are not limited to, fixing and improving safety and mobility on state highways, bridges, and local streets and roads; investments in transit systems, including buses and rail lines; and new and improved bicycle and pedestrian facilities. These projects help Californians get to work, to school, and to recreational activities more easily and safely, and facilitate the efficient delivery of goods. Collectively, they are helping to make California's transportation system more equitable and cleaner, while also creating high-paying jobs and building a strong, sustainable economy. During fiscal year 2023-24, the Commission allocated a total of \$13.8 billion to hundreds of projects, creating more than 151,000 jobs.

Table 1 shows the schedule of program adoptions for the seven largest Commission programs. In 2024, the Commission adopted \$21.2 billion for projects in the State Highway Operation & Protection Program and \$2.9 billion for projects in the State Transportation Improvement Program. The Commission also adopted updated guidelines for the Senate Bill 1 Programs (the Local Partnership Program, the Solutions for Congested Corridors Program, and the Trade Corridor Enhancement Program), the Active Transportation Program, and the Local Transportation Climate Adaptation Program in advance of their next funding cycles.

Table 1: Largest Commission Funding Programs

Program	Next Adoption Date	Funding (millions)	# of Years	Fiscal Years
State Highway Operation & Protection Program	Mar 2026	\$21,200	4	2026-27 to 29-30
State Transportation Improvement Program	Mar 2026	\$2,865	5	2026-27 to 30-31
Trade Corridor Enhancement Program	Jun 2025	\$1,100	2	2025-26 to 26-27
Solutions for Congested Corridors Program	Jun 2025	\$500	2	2025-26 to 26-27
Local Partnership Program	Jun 2025	\$400	2	2025-26 to 26-27
Active Transportation Program	Dec 2024	\$168	4	2025-26 to 28-29
Local Transportation Climate Adaptation Program	March 2025	\$90	3	2026-27 to 27-28

Note: Includes the seven largest programs for which the Commission approves projects. Funding determined by state law.

2024 State Highway Operation and Protection Program

At its March 2024 meeting, the Commission adopted the 2024 State Highway Operation and Protection Program (SHOPP). The 2024 SHOPP is a four-year, approximately \$21.2 billion program of projects. The projects included in the 2024 SHOPP are consistent with the Transportation Asset Management Plan's (TAMP) targets for the four primary asset classes (pavement, bridge, drainage, and transportation management systems). In addition to improvements to the four primary asset classes, the SHOPP focuses on safety, major damage repair, climate resiliency and adaptation, and complete streets. An analysis of the 2024 SHOPP project portfolio identified that 45 percent of the over 600 projects include bicycle, pedestrian, or transit-focused features. The four-year portfolio of projects in the 2024 SHOPP is expected to make significant progress toward meeting the 2027 performance targets established in Senate Bill 1 (Beall, Chapter 5, Statutes of 2017), the Road Repair and Accountability Act, while also advancing other state priorities such as safety, equity, climate action, and complete streets.

In April 2024, the Commission began updating the SHOPP guidelines with a public kickoff workshop to solicit stakeholder feedback. Areas of interest included: SHOPP eligibility for certain safety and operational improvements; programming and allocation policies for projects implementing alternative delivery methods; funding policies when partnering with non-SHOPP fund sources; and timely use of funds policies. Stakeholder engagement continued through Fall 2024, and the updated guidelines are expected to be adopted in December 2024. Future SHOPP cycles are expected to reflect the changes to the TAMP and the State Highway System Management Plan made by Senate Bill 960 (Wiener, Chapter 630, Statutes of 2024).

2024 State Transportation Improvement Program

Adopted by the Commission at its March 2024 meeting, the 2024 State Transportation Improvement Program includes nearly \$2.9 billion for regional and interregional

projects, including \$1.3 billion in new projects. Of the new project funding, 51 percent is for highways and local roads (including projects with complete streets elements); 33 percent for rail and transit; and 16 percent for active transportation projects. As required by statute, the projects adopted were nominated by Caltrans in the Interregional Transportation Improvement Program and by regional agencies in their Regional Transportation Improvement Programs. The adopted program reflects the following priorities and expectations established in the program guidelines: reprogramming existing projects, as amended; funding new projects that meet state highway and intercity rail needs; and funding new projects that consider climate change and reduce greenhouse gas emissions. The guidelines and fund estimate for this program were updated in August 2023 and were highlighted in the Commission's 2023 Annual Report to the Legislature.

2025 Active Transportation Program

By statute, the Active Transportation Program splits its funding across three components: the Statewide component (50 percent), the Small Urban & Rural component (10 percent), and the large Metropolitan Planning Organization component (40 percent). The Commission adopted the first two components in December 2024 and is expected to adopt the Metropolitan Planning Organization component in 2025.

The 2024-25 enacted state budget reduced the recent one-time \$1 billion augmentation to the Active Transportation Program by \$400 million. As a result, the Commission amended its guidelines and program fund estimate to reduce the amount of available capacity for new projects in the 2025 Active Transportation Program down to \$168 million, subject to the split described above. The Commission received 277 applications with a total program funding request of \$2.5 billion, almost 15 times greater than the program's reduced funding level. The total project costs supported by the funding requests are \$4.1 billion. Approximately 99 percent of the requested funds would benefit disadvantaged communities. The reduced funding levels severely exacerbated the tremendous unmet demand in the Active Transportation Program. As communities across the state look to the program to fund critical active transportation projects that meet safety, climate, and equity goals, a permanent source of augmented funding is needed to address the continued underfunding of the program.

Developed in collaboration with Caltrans and the University of California, Davis, the Active Transportation Program Benefit/Cost Tool measures the overall benefits of the investments made in the program. The Benefits Report for the 2023 program was presented in May 2024 and can be found here: <https://catc.ca.gov/-/media/ctc-media/documents/programs/atp/2023-atp-benefits-report-for-posting-v2.pdf>

2025 Senate Bill 1 Programs

In August 2024, the Commission adopted updated guidelines for the three Senate Bill 1 Programs: the Local Partnership Program, the Solutions for Congested Corridors Program, and the Trade Corridor Enhancement Program. Specifically, the Commission incorporated the following changes to program guidelines to further integrate equitable outcomes in the Commission's Senate Bill 1 Programs:

- Using structural and procedural equity strategies to create inclusive, affordable, and resource-efficient transportation infrastructure and to provide special benefits to disadvantaged groups to create fairness in the process.
- Adding tools and resources to enable applicant agencies to use options that work best for projects in their communities.
- Permitting applicant agencies to use existing community engagement plans or activities, to remove barriers in this process for agencies and reduce engagement fatigue within vulnerable communities.
- Emphasizing equitable outcomes and practices in the evaluation of economic development and job creation and retention criteria.

The Commission anticipates adopting new projects into the programs in Summer 2025.

2025 Local Transportation Climate Adaptation Program

The Commission adopted updated guidelines for the 2025 Local Transportation Climate Adaptation Program in June 2024. The second cycle of the program includes \$90 million for new projects that make transportation infrastructure more resilient to the effects of climate change. California continues to experience severe impacts from extreme weather, destructive wildfires, and flooding, illustrating the need for additional, sustained funding to protect the state's transportation infrastructure against continued climate impacts.

The Commission received 15 applications for prospective projects including replacing aging wooden bridges over flood-prone areas, building additional access roads for emergency community evacuations such as wildfires, upgrading pumping stations to prevent roadway flooding, hardening of light rail systems to prevent against heat-related delays, and reinforcing subsurface culverts, for a total programming request of \$238 million. This amount is 2.6 times the amount of funding available for this cycle. The Commission expects to adopt a new program of projects in March 2025.

SAFETY AND ASSET MANAGEMENT

Assembly Bill 251 Passenger Vehicle Weight Fee Study

In October 2023, Governor Newsom signed Assembly Bill 251 (Ward, Chapter 320, Statutes of 2023), which requires the Commission to convene a task force to study the relationship between vehicle weight and injuries to vulnerable road users, such as pedestrians and cyclists, and to study the costs and benefits of imposing a passenger vehicle weight fee. This bill implements a recommendation from the Commission's 2022 Annual Report, which identified studying a potential passenger vehicle weight fee as a potential way of addressing the increasingly significant safety impacts larger cars are having on pedestrians and cyclists.

The bill requires the Commission's task force to prepare a report summarizing its findings and any legislative recommendations by January 1, 2026. In Fall 2024, the Commission approved the Vehicle Weight Safety Study Task Force membership and contracted with the University of California to support the task force's study.

Transportation Asset Management Plan

Through resource allocation and engineering practices, asset management is a method for efficiently operating, maintaining, and improving assets, such as bridges and roadway pavement, over the course of their life cycle. Federal regulations (Title 23 Code of Federal Regulations, Part 515.13) require each state Department of Transportation prepare and update an asset management plan at least every four years. The asset management plan presents the existing inventory and condition of the current state highway infrastructure, performance targets, financial plans, investment strategies, a risk mitigation plan, life cycle planning documentation, and identified areas of improvement. Senate Bill 486 (DeSaulnier, Chapter 917, Statutes of 2014) requires the Commission to approve the Transportation Asset Management Plan developed by Caltrans.

The investment strategies outlined in the 2022 Transportation Asset Management Plan focus on the following:

- Preventive maintenance, also known as a “fix it first” approach
- Embracing principles in the state’s Climate Action Plan for Transportation Infrastructure
- Embracing equitable transportation solutions to serve people of all means
- The four primary asset classes (pavement, bridges, drainage, and transportation management system elements), because they represent a significant portion of State Highway System assets
- Leveraging investments to support safety and health; stewardship and efficiency; sustainability, livability, and economy; and organizational excellence

The approved 2022 Transportation Asset Management Plan is available on the Commission’s website at: <https://catc.ca.gov/-/media/ctcmmedia/documents/programs/shopp/tamp/2022-tamp.pdf>

State Highway System Annual Performance Benchmarks and 10-Year Targets

Senate Bill 1 (Beall, Chapter 5, Statutes of 2017), The Road Repair and Accountability Act of 2017, set 10-year performance outcomes for the four primary asset classes included in the Transportation Asset Management Plan; requires Caltrans to report annually to the Commission on its progress toward meeting the outcomes; and requires the Commission to evaluate the effectiveness of Caltrans in reducing deferred maintenance and improving road conditions on the state highway system, as demonstrated by Caltrans’s progress toward achieving the outcomes. In March 2018, the Commission set annual performance benchmarks for the four primary asset classes and nine supplementary asset classes. In December 2021, the Commission adopted updated performance targets based on a more robust condition assessment analysis.

At its August 2024 meeting, the Commission evaluated Caltrans’ progress towards reducing deferred maintenance and improving road conditions on the state highway system. Tables 2 and 3 show Caltrans’ progress toward achieving the 10-year outcomes and meeting the annual benchmarks set by the Commission for the four primary assets. In summary, the 2023 year-end benchmarks are being exceeded for pavement and

drainage systems and Caltrans has met the “fix 500 additional bridges” target. The percentage of poor condition Transportation Management Systems decreased by 1.0 percent over the prior year. Caltrans’ projections from current investments towards this asset show the conditions improving more rapidly over the next few years and are on track to meet the 2027 Target. The percentage of poor condition bridges and tunnels increased by 0.1 percent over the prior year. While Caltrans expects the condition of poor bridges to improve, current projections indicate Caltrans may fall just short of meeting the 2027 Target for Bridges and Tunnels. Caltrans is implementing process improvements to reduce the time between identifying bridges in poor condition and delivering bridge improvement projects. The Commission will continue to work with Caltrans to help expedite projects and monitor progress towards meeting the 2027 Targets. The Commission’s full evaluation is available on the Commission website at: <https://catc.ca.gov/-/media/ctc-media/documents/ctc-meetings/20243/20243-08/2968-4-2412-a11y>

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Table 2: Caltrans' Progress Toward Annual Benchmarks

Asset Class	2027 Target	2023 Benchmark	2023 Actual	Status
Primary Assets				
Pavement in good and fair condition				
Class 1*	99%	98.0%	98.6%	On Track
Class 2*	98%	97.3%	98.6%	On Track
Class 3*	98%	96.9%	98.6%	On Track
Culverts in good and fair condition	90%	88.4%	90.5%	On Track
Bridges in good and fair condition**	98.5%	97.8%	95.2%	Monitor
Transportation management systems in good condition	90%	82.6%	78.0%	Monitor
Supplementary Assets***				
Drainage Pump Plants	90%	N/A	49.6%	N/A
Highway Lighting	75%	N/A	51.9%	N/A
Office Buildings	90%	N/A	72.4%	N/A
Overhead Sign Structures	85%	N/A	93.4%	N/A
Roadside Rest Facilities	75%	N/A	72.1%	N/A
Transportation Related Facilities	80%	N/A	39.7%	N/A
Bicycle and Pedestrian Infrastructure	98%	N/A	79.4%	N/A
Weigh in Motion Scales	90%	N/A	93.1%	N/A

* Class 1 includes interstates, other principal arterials, and urban freeways and expressways. Class 2 includes rural freeways and expressways, and minor arterials. Class 3 includes major and minor collector routes. They make up 54 percent, 32 percent, and 14 percent of the state highway system, respectively.

** A poor rating for a bridge does not mean that the bridge is unsafe for use. Any bridge determined to be unsafe for use is immediately repaired or closed to traffic regardless of condition ratings.

*** Supplementary Asset conditions are reported every other year, rather than annually. Actual conditions shown are from 2022.

Table 3: Caltrans' Progress Toward Road Repair and Accountability Act Targets

Asset Class	Measure	2027 Target	2023 Condition	Status
Bridges	Fix additional bridges	500	1,072	Target Achieved
Pavement	Good or fair condition	98%	98.6%	On Track
Pavement	Level of service*	90%	94%	On Track
Culverts	Good or fair condition	90%	90.5%	On Track
Transportation Management Systems	Good condition	90%	78.0%	Monitor

* For maintenance of potholes, cracks, and spalls.

Evaluation of Caltrans' Efficiencies Measures

Senate Bill 1 requires Caltrans to implement efficiency measures with the goal of generating at least \$100 million per year in savings to invest in maintenance and rehabilitation of the State Highway System. The legislation requires Caltrans report the generated efficiency savings to the Commission annually. The Commission's State Highway Operation and Protection Program Guidelines require these savings be reported to the Commission annually by November 1.

For Fiscal Year 2022-23 Caltrans reported \$318 million in new and on-going efficiencies that can be reinvested into the maintenance and rehabilitation of the State Highway System. \$138 million of these efficiencies were identified after the passage of the Road Repair and Accountability Act of 2017 (Senate Bill 1) and count towards meeting the efficiencies requirement. Commission staff reviewed the reported efficiencies and presented an informational staff report at the May 2024 Commission meeting. While many of the reported efficiencies are continued practices from prior years, Commission staff commends Caltrans for continuing to identify and report new efficiencies, best practices and processes beyond meeting the Senate Bill 1 efficiencies savings requirement. The Commission staff report on Fiscal Year 2022-23 efficiencies is available on the Commission's website at: <https://catc.ca.gov/-/media/ctc-media/documents/ctc-meetings/2024/2024-05/31-4-16-a11y.pdf>

STATE AND LOCAL TRANSPORTATION SYSTEM NEEDS ASSESSMENT (SENATE BILL 1121)

The Commission remains focused on ensuring adequate and sustainable funding to address the needs of California's transportation system. Left unaddressed, the anticipated decline in fuel tax revenues will directly impact the state's ability to invest in improvements that support a safe, equitable, sustainable, multimodal transportation system as well as a strong economy.

Senate Bill 1121 (Gonzalez, Chapter 508, Statutes of 2022) requires the Commission to prepare a needs assessment documenting the cost to operate, maintain, and provide for the necessary growth of the state and local transportation system over a 10-year period and update this needs assessment every five years. The needs assessment is required to include expected revenues for transportation, the costs required to address identified needs – including bicycle and pedestrian facilities; local streets and roads; highways, bridges, and culverts; capital and operational needs of transit, commuter rail, and intercity rail systems; and costs related to system resiliency – and recommendations to address any projected shortfall.

After submitting an Interim Needs Assessment in January 2024, the Commission expects to submit the completed 2025 State and Local Transportation System Needs Assessment in early 2025. The 2025 Needs Assessment was developed through engagement from the Commission's partner agencies, stakeholders, and the public. The 2025 Needs Assessment identifies a 10-year need of \$736.2 billion and projected available revenues of \$572 billion. The anticipated funding shortfall is \$164 billion, with the financial impact from the adoption of zero-emission vehicles and increased fuel-economy increasing that shortfall by \$31.1 billion. When submitted to the Legislature, the 2025 Needs Assessment will include recommendations for how to address the anticipated shortfall.

TRANSPORTATION DATA PROGRAM (ASSEMBLY BILL 744)

Assembly Bill 744 (Carrillo, Chapter 541, Statutes of 2023) requires the Commission convene relevant state agencies to assess the procurement and implementation of data, modeling, and analytic software tools to support the state's sustainable transportation, congestion management, affordable housing, efficient land use, air quality, economic, and climate change strategies and goals. Additionally, the bill requires the Commission submit a proposal to the Legislature outlining a process for procuring and granting access to data and tools to local and regional agencies or a process for allocating funds to local and regional agencies for the procurement of data and tools.

State agencies are actively engaged in procurement programs aimed at acquiring big data analytics capabilities. These programs may involve obtaining unique datasets to address a specific project or entering into ongoing license agreements with data providers to access a wide range of data types. The use of big data analytics aligns with broader policy initiatives in California, particularly those related to reducing emissions and promoting sustainability in the transportation sector. The procurement of data

and analytics is a strategic approach to inform evidence-based decision-making and support the achievement of policy goals. However, state agencies lack coordination and sustainable funding for ongoing investments, and many local and regional agencies lack access to new data and modeling tools, need more resources to manage large data systems, or need additional guidance on the implementation and use of data and modeling tools.

This year, the Commission began developing the proposal by convening local, regional, and state agencies to assess existing data, modeling, and analytic software tools and identify gaps in data access and use. This work will continue into 2025, and the Commission will submit the final proposal to the Legislature by July 1, 2025.

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RECOMMENDATIONS

Pursuant to California Government Code section 14536, the Commission's Annual Report is required to include legislative recommendations to improve the state's transportation system.

ACTIVE TRANSPORTATION PROGRAM FUNDING

The Active Transportation Program is consistently oversubscribed, with the total need for active transportation projects consistently exceeding funding available in the program for new projects. For the 2025 program, the total funding request was 15 times the amount of available funding, due to the \$400 million reduction of the one-time \$1 billion General Fund augmentation in the 2024-25 enacted state budget.

Projects funded in the Active Transportation Program increase the number of trips people make by walking or bicycling, and generally enhance safety, connect community resources, and contribute to the state's fight against climate change.

Restore Funding Eliminated in 2024-25 State Budget

The 2024-25 state budget reduced the one-time \$1 billion General Fund augmentation to the Active Transportation Program by \$400 million. Consequently, the amount of funding available for the 2025 Program was reduced to \$168.7 million. The Commission received 277 applications for this funding cycle, totaling \$2.5 billion in total funding requests. With the current funding levels, 93 percent of those total requests will go unfunded, including many requests for transformative projects throughout the state's most vulnerable communities.

The details of the budget agreement stipulate \$400 million is subject to appropriation in future budget years. The Commission recommends the Legislature immediately restore this funding to better address the backlog of projects in this funding cycle.

In doing so, funding may become available for some of the projects the Commission has evaluated. These unfunded projects and the Commission's evaluation of their applications can be found on the Commission's website: <https://catc.ca.gov/programs/active-transportation-program>

Increase Baseline Funding for Future Cycles

The high demand for this year's Active Transportation Program cycle is not unique. Even with the full \$1 billion augmentation in the 2023 Active Transportation Program, the Commission received over \$4.5 billion in total funding requests. Current funding levels are inadequate to meet the demand in the program.

The Commission recommends the Legislature explore options to augment baseline funding for the Program in future cycles.

LOCAL TRANSPORTATION CLIMATE ADAPTATION PROGRAM FUNDING

The Legislature established the Local Transportation Climate Adaptation Program in 2022, funded with a combination of one-time state funds and federal formula funds from the Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Program. With the expiration of the one-time state funds, and the federal authorization for the federal PROTECT formula funds ending in federal fiscal year 2026, the program will be left without a funding source for new projects after the current funding cycle concludes.

The Local Transportation Climate Adaptation Program funds critically needed resilience improvements, projects that enhance community resilience or evacuation routes, and projects that address at-risk coastal infrastructure. It is the only state program dedicated solely to these purposes.

Identify an Ongoing Funding Source for the Program

With every passing year, California's transportation system is increasingly impacted by the effects of climate change. In each of the two previous years, the State Highway Operation and Protection Program has included major damage reservations of more than \$1 billion to address emergency repair work necessitated in part by storm damage or coastal erosion. The 2025 State and Local Transportation System Needs Assessment also identifies growing needs related to climate adaptation over the 10-year period of the Needs Assessment.

The Commission recommends the Legislature identify an ongoing funding source to meet these growing needs and provide consistent funding levels once the existing state and federal funds are exhausted.

2025 STATE AND LOCAL TRANSPORTATION SYSTEM NEEDS ASSESSMENT

Senate Bill 1121 (Gonzalez, Chapter 508, Statutes of 2022) requires the Commission prepare a needs assessment documenting the cost to operate, maintain, and provide for the necessary growth of the state and local transportation system over a 10-year period. The Needs Assessment is required to include recommendations to address any projected shortfall between the 10-year needs and expected revenues over the same period.

The Commission expects to submit the 2025 State and Local Transportation System Needs Assessment in early Spring 2025. The initial findings identify a 10-year need of \$736.2 billion and projected revenues of \$572 billion. This results in an expected shortfall of \$164 billion. While the state continues to make progress in meeting goals around zero-emission vehicles, the rapid adoption of zero-emission and more fuel-efficient vehicles is reducing gas consumption and eroding the associated revenues from the gas excise tax.

Revenue Shortfall Solutions

The Commission's 2025 State and Local Transportation System Needs Assessment will include recommendations for how to address this shortfall. The Commission recommends the Legislature review these options to assess potential statutory changes and determine its approach to addressing the projected funding shortfall.

PREVIOUS RECOMMENDATIONS

The Commission made a number of recommendations in the Senate Bill 671 Clean Freight Corridor Efficiency Assessment submitted to the Legislature in December 2023. The Assessment can be found on the Commission's website here: <https://catc.ca.gov/programs/sb671>

The Commission continues to recommend these actions to facilitate the deployment of zero-emission freight.

Streamline Zero-Emission Station Development

The Commission continues to recommend the Legislature enact a statutory exemption from the California Environmental Quality Act for zero-emission freight charging and hydrogen fueling stations and establish a statutory default permit approval deadline for zero-emission freight charging and hydrogen fueling stations.

Support Fleet and Truck Owners through the Zero-Emission Vehicle Transition

The Commission continues to recommend the Legislature create a new limited-term (five-year) zero-emission truck incentive program to assist fleets with purchasing zero-emission trucks, and create a vehicle buy-back program that would set aside funds to buy back used zero-emission trucks from fleets once they reach their useful life as a “new” vehicle in order to support the nascent secondary market for zero-emission trucks.

These recommendations are discussed in greater detail in the Commission’s 2023 Annual Report to the Legislature, available here: <https://catc.ca.gov/-/media/ctc-media/documents/ctc-reports/annual-reports/2023/ctc-129-23-full-annual-report-dor.pdf>.

DRAFT



PROGRAM SUMMARIES

Over a dozen transportation funding programs fall under the Commission's purview. These programs have a tremendous positive impact on the quality of life of Californians. Projects funded through Commission programs include, but are not limited to, fixing and improving safety and mobility on state highways, bridges, and local streets and roads; investments in transit systems, including buses and rail lines; and new and improved bicycle and pedestrian facilities. These projects help Californians to get to work, to school, and to recreational activities more easily and safely, and facilitate the efficient delivery of goods. Collectively, they are helping to make California's transportation system more equitable and cleaner, while also creating high-paying jobs and a strong, sustainable economy.

The programs under the Commission's purview are established in federal and/or state laws, which set forth the program funding levels and overarching program frameworks. The Commission's responsibilities vary by program but generally include developing guidelines, adopting programs of projects, and allocating funds. Program guidelines establish the specific policies and procedures used to administer the program and are developed through public workshops open to all partner agencies, stakeholder groups, and the public.

Program guidelines and/or statute set forth program funding cycles. Most programs have funding cycles that span multiple years. When the Commission adopts a program of projects, it commits funds to individual projects in each year of the program cycle. During the year a project is programmed, the agency must request an allocation from the Commission. The allocation authorizes the agency to begin incurring expenditures on the project.

After the Commission allocates funds to projects, Caltrans performs administrative oversight and prepares and submits regular progress reports for each project by program. The Commission takes appropriate actions when issues and concerns are identified. The Commission also ensures accountability by requiring agencies to request approval for project scope, schedule, and/or cost changes and to report on project outputs.

Senate Bill 1: The Road Repair and Accountability Act of 2017

Senate Bill 1 (Beall, Chapter 5, Statutes of 2017), the Road Repair and Accountability Act, was enacted in 2017, providing the first significant, stable, and ongoing source of state transportation funding in decades. Funding from this legislation goes for the repair of state highways and local roads and improvements to transit, intercity rail, and active transportation. The legislation also provides funds to improve goods movement and alleviate congestion through multimodal solutions in critical corridors throughout the state. Funding comes from gas and diesel excise taxes, diesel sales taxes, transportation improvement fees (paid at vehicle registration based on the value of a vehicle), and zero-emission vehicle fees.

Programs funded in part or in whole by the Road Repair and Accountability Act where the Commission has a role include:

- Active Transportation Program
- Local Partnership Program
- Local Streets and Roads Program
- Solutions for Congested Corridors Program
- State Highway Operation and Protection Program
- State Transportation Improvement Program
- Trade Corridor Enhancement Program
- Transit and Intercity Rail Capital Program

Some of these programs were in existence prior to the passage of the legislation and receive other state and federal funds, including the Active Transportation Program, the State Highway Operation and Protection Program, the State Transportation Improvement Program, and the Transit and Intercity Rail Capital Program. For this reason, the Commission generally uses the term “Senate Bill 1 Program” to refer to the three new programs where the Commission approves individual projects: the Local Partnership Program, the Solutions for Congested Corridors Program, and the Trade Corridor Enhance Program.

To meet legislative intent to hold agencies accountable for Senate Bill 1 expenditures, the Commission adopted updated Senate Bill 1 Accountability and Transparency Guidelines in March 2023. In addition to requiring timely delivery of projects and reporting on outcomes and benefits for all projects, the guidelines require Baseline Agreements for larger projects with enhanced reporting and accountability measures.

The remainder of this section of this report provides additional detail on each Commission program and highlights examples of projects funded through them.

ACTIVE TRANSPORTATION PROGRAM

Investment in active transportation is critical to California's efforts to meet its greenhouse gas reduction targets and make its transportation system more sustainable, equitable, and safe. Active transportation projects can include comfortable bikeways, improved sidewalks, comprehensive networks, multi-use paths, safer street crossings, and streetscaping elements such as shade trees, benches, wayfinding signage, and bike racks. These projects improve quality of life, build healthier communities, connect neighborhoods, and allow Californians to access jobs, schools, community resources, and transit without using a car.

The Active Transportation Program is the state's only dedicated funding source for walking and biking projects. The program is in high demand and extremely oversubscribed. To help address the backlog of critically-needed, high-quality projects that have gone unfunded due to the program's lack of adequate funding, the Governor and Legislature approved a one-time, \$1 billion augmentation for the 2023 Active Transportation Program. However, the 2024-25 state budget reduced the one-time augmentation by \$400 million, resulting in only \$168.7 million in available funding for new projects in the 2025 Active Transportation Program.

In developing the guidelines for the 2025 Active Transportation Program, the Commission held nine branch workshops with 21 participating counties. Commission staff conducted over 150 virtual and in-person project site visits across 47 counties. The Commission adopted guidelines for the 2025 Active Transportation Program in June 2024 and subsequently received 277 project applications with a total funding request of \$2.5 billion, almost 15 times greater than the available program capacity.

Last year, the Active Transportation Program helped the City of Berkeley improve pedestrian and bicyclist safety at four intersections along Sacramento Street, including Virginia Street, Delaware Street, University Avenue, and Addison Street. The Commission awarded \$1.542 million for project improvements including 1,200 linear feet of new bike lanes to fill gaps along critical bike trails, like the Ohlone Greenway and West Street Pathway, and to create a more seamless and safer biking experience. Additional improvements funded by the program include the reconstruction of 36 sidewalk ramps to meet Americans with Disabilities Act standards, the enhancement of 6 sidewalk crossings, the shortening of 10 crossings, and the addition of a new Rectangular Rapid Flashing Beacon to improve bicyclist and pedestrian safety while crossing.

Program Webpage: <https://catc.ca.gov/programs/active-transportation-program>



Addison Street – Before



Addison Street – After

Program Background

Types of Projects Funded

Infrastructure projects (e.g. bike lanes, sidewalks, multi-use paths, quick-build improvements, and intersection enhancements); non-infrastructure programs (e.g., skills courses and encouragement campaigns); and active transportation plans in disadvantaged communities.

Goals of the Program

Increase active modes of transportation, including walking and biking; increase the safety and mobility of non-motorized users; reduce greenhouse gas emissions; improve public health; and enhance the mobility of disadvantaged community members.

How to Access Funds

Program funds are awarded through a competitive process every two years. Cities, counties, school districts, tribal governments, regional agencies, transit agencies, and natural resources and public land agencies may apply.

Funding Available

Each four-year program cycle averages approximately \$550 million in programming capacity, including funds

from the SB 1 Road Maintenance and Rehabilitation Account, the federal Transportation Alternatives Program, the federal Infrastructure Investment and Jobs Act, and other state and federal sources. Each program cycle is split between the Statewide component (50%), the Metropolitan Planning Organization component (40%), and the Small Urban and Rural component (10%).

Evaluation Criteria

Projects are evaluated for benefit to disadvantaged communities, need, safety, public participation and planning, scope and plan consistency, and cost effectiveness. Larger projects are also evaluated for innovation, potential to be transformative, and context sensitivity.

Equity

Nearly all projects benefit disadvantaged communities, consistently exceeding the statutory requirement of 25%. Projects are evaluated based on direct benefit to, and public engagement with disadvantaged communities, using a scaled system that awards more points to projects that benefit severely disadvantaged communities.

Program Accomplishments & Metrics

Programmed Funds: All Program Cycles

- \$3.8 billion programmed for 1180 projects
- 96 percent of programmed funds benefit disadvantaged communities
- 648 Safe-Routes-to-School projects programmed

Allocated Funds: FY 2023-24

- \$378.2 million to 204 projects
- \$263.8 million for construction
- \$90.7 million for pre-construction
- \$23.7 million for non-infrastructure

What did we invest in?

- 90 miles of bikeways
- 39 miles of sidewalk
- 29 miles of multi-use trail
- 22 non-infrastructure programs

LOCAL PARTNERSHIP PROGRAM

Local and regional agencies generate more than a third of all transportation revenues in California. These revenues support improved infrastructure, new infrastructure, and help

California receives more federal discretionary funds. Much of this revenue is generated by voter-approved taxes, tolls, and fees, such as county sales tax measures, but also includes agency-imposed fees, such as developer fees.

The Local Partnership Program funds transportation improvement projects for local and regional agencies that have enacted or voter-approved taxes, tolls, and fees dedicated to transportation. This provides an incentive for agencies to continue or start to raise transportation revenues. The program includes a formulaic component that allocates funding to each eligible jurisdiction and a competitive component that selects specific projects for funding. This is consistent with Senate Bill 1, which balances directing increased revenue to the state's highest transportation needs while fairly distributing the economic impact of increased funding.

The City of Yuba City was awarded \$2.8 million in the 2020 Local Partnership Competitive Program to widen Bridge Street between Cooper Avenue and Gray Avenue from a two-lane roadway to a four-lane Complete Streets facility in Yuba City, Sutter County. The project was completed in June 2024 and was the final segment to complete the entire Bridge Street Corridor from State Route 99 to State Route 70, which connects Yuba City and Marysville. The project also constructed an ADA-accessible sidewalk, a bicycle pathway, a raised landscape median with native and drought-tolerant trees, new synchronized traffic signals, and dedicated crosswalks for pedestrians and bicyclists. This project provides new active transportation options for the residents of Yuba City, Marysville, Sutter County, and Yuba County, improves the efficiency of the existing transportation network, better facilitates goods movement on State Routes 99, 70, and 20, increases access to jobs, improves safety and critical emergency response times, and reduces greenhouse gases and fuel consumption.

Program Webpage: <https://catc.ca.gov/programs/sb1/local-partnership-program>



Bridge Street – Before



Bridge Street – After

Program Background

Types of Projects Funded

New transit stations; tracks for passenger and commuter rail; high-occupancy vehicle, express, and other lanes; bicycle and pedestrian improvements; traffic light synchronization; zero-emission bus purchases; sound walls; and local road improvements and rehabilitation.

Goals of the Program

Provide funding to counties, cities, districts, and regional transportation agencies in which voters have approved fees or taxes dedicated solely to transportation improvements or that have imposed fees, including developer fees, dedicated solely to transportation improvements.

How to Access Funds (Competitive)

Eligible taxing authorities and eligible agencies with imposed fees submit project nominations that are evaluated according to criteria set by the Commission.

How to Access Funds (Formulaic)

Eligible taxing authorities submit project nominations consistent with their approved funding distribution amount set by the Commission.

Funding Available

Annual funding is \$200 million. Funds are split 40 percent for the competitive program and 60 percent for the formulaic program, after \$20 million is taken off the top for incentive funding for agencies with new taxes or fees.

Evaluation Criteria (Competitive)

Accessibility, air quality and greenhouse gases, community engagement, cost effectiveness, deliverability, projects that leverage funds above the required match, safety, system preservation, land use and housing goals, and vehicle-miles traveled.

Projects Funded

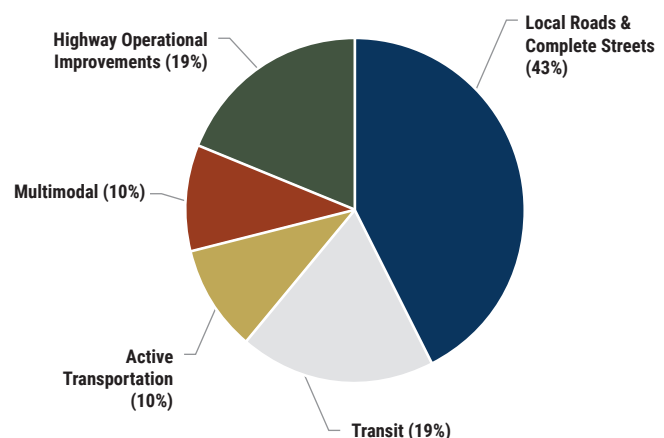
Allocated Funds: FY 2023-24

\$138.9 million total allocated
\$134.9 million for construction
\$4 million for pre-construction

What did we invest in?

101 miles of local road rehabilitation
205 upgraded curb ramps
35 intersection/signal improvements
25.4 miles of new local roads
27 miles of bikeways and walkways
36 miles High Occupancy/auxiliary lanes
19 new crosswalks and crossing islands

Project Allocations by Type FY 2023-24



LOCAL STREETS AND ROADS PROGRAM

California's 58 counties and 481 cities own and maintain over 300,000 paved lane-miles of local streets and roads, as well as related infrastructure including bridges, drainage systems, and traffic signals. The local road system is a critical component of the state's transportation network for virtually all types of travelers, including drivers, bicyclists, pedestrians, and bus riders. Local roads also help transport goods and services, contributing to economic vitality throughout the state. Investing in local road maintenance and preservation helps save money in the long run by delaying pavement deterioration and replacement.

Under Senate Bill 1, the Local Streets and Roads Program provides formula funds to cities and counties for basic road maintenance, rehabilitation, and critical safety projects on the local streets and roads system. As a result of this program, communities are benefitting from potholes being filled, pavement repaired, lanes restriped, bike lanes added, and crosswalks and sidewalks made accessible.

The Residential Slurry Seal Program (I-159) Project is an example of a project funded through the Local Streets and Roads Program in the City of Torrance. The project was completed in fiscal year 2022-23. The work included removing and resurfacing the asphalt roadway and reconstructing Americans with Disabilities Act-compliant access ramps. New pavement markings were painted. This project re-established the pavement structure, restored the surface integrity, improved the ride quality of the roads and the walkability of sidewalks, and beautified the neighborhood.

Program Webpage: <https://catc.ca.gov/programs/sb1/local-streets-roads-program>



Plaza Del Amo and Cabrillo Ave
– Before



Plaza Del Amo and Cabrillo Ave
– After

PROGRAM BACKGROUND

Types of Projects Funded

Eligible projects include road maintenance and rehabilitation; safety projects; railroad grade separations; complete streets components (such as bike lanes or sidewalks); and traffic control devices, among others.

Goals of the Program

Address deferred maintenance on the local streets and roads system as well as critical safety projects.

How to Access Funds

The Commission adopts a report of eligible cities and counties and sends it to the State Controller. Cities and counties then receive annual funding apportionments from the State Controller according to a statutory formula.

Funding Available

Annual funding of approximately \$1.7 billion (for fiscal year 2024-25).

Evaluation Criteria

Cities and counties that have prepared and submitted a project list to the Commission each fiscal year and that have been included in a list of eligible entities submitted by the Commission to the State Controller.

Program Workshops

Commission staff held two trainings to assist agencies prepare their Fiscal Year 2022-23 expenditure report. Over 67% percent of the reporting jurisdictions participated in the webinars.

Staff held two technical training sessions to prepare jurisdictions for the 2024-25 project list submittals, where 46% of cities attended and 66% of counties registered for at least one session.

PROJECTS FUNDED

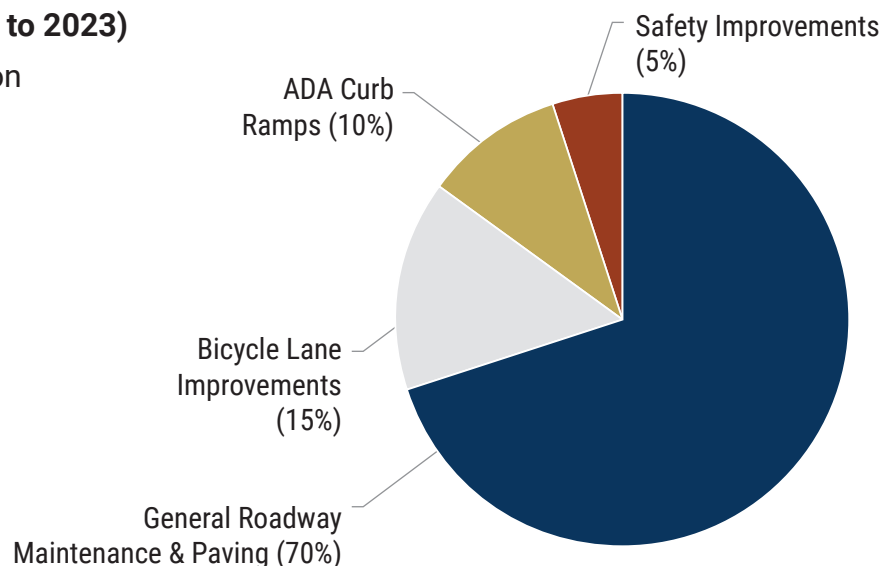
All Program Cycles (2017 to 2023)

Total Expended: \$4.2 billion
Funding: \$1.7 billion

What did we invest in?

4,262 projects:
1,156 completed
2,044 in-progress
1,062 carried over
\$1.2 billion million spent

FY 2022-23 Project Outputs (by type)



LOCAL TRANSPORTATION CLIMATE ADAPTATION PROGRAM

Adapting California's existing surface transportation infrastructure to climate change impacts is essential to increase the climate resiliency of California's communities and public infrastructure investments. Adaptation projects fortify the transportation system's ability to withstand severe weather events while continuing to provide essential functions, and, if tolerances are exceeded, quickly rebound back to service. For millions of climate-vulnerable Californians, climate adaptation projects provide greater equity in mobility and prosperity during severe weather events.

The Local Transportation Climate Adaptation Program is a five-year competitive program that supports the development and implementation of climate adaptation projects for existing surface transportation infrastructure to improve transportation and community climate resiliency. Funding for the program includes \$252.5 million in federally apportioned Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Formula Program funding and a one-time appropriation of \$148 million from the State Highway Account. Eligible applicants include Tribal governments, metropolitan planning organizations, regional transportation planning agencies, cities, counties, and transit agencies.

The Commission adopted guidelines for Cycle 2 of the Local Transportation Climate Adaptation Program in June 2024, and will award the remaining \$90.8 million to new projects in 2025.

The Olivehurst Roadway Climate Resiliency Project retrofits several critical roads to increase climate resiliency relating to flooding. The project entails the design and construction of a comprehensive drainage system in the legacy gold-mining and unincorporated community of Olivehurst. The project will construct 26,000 linear feet of storm drain, 52,000 linear feet of sidewalks, 52,000 feet of Class III bike routes, crosswalks, striping, ADA compliant ramps, plus curbs and gutters.

Program Webpage: <https://catc.ca.gov/programs/sb1/local-streets-roads-program>



Olivehurst Roadway Project



Olivehurst Roadway Project

PROGRAM BACKGROUND

Types of Projects Funded

Resilience improvements to an existing surface transportation asset to withstand, or increase resilience against, weather events or natural disasters.

Community resilience and evacuation route activities.

At-risk coastal infrastructure activities that enhance the resilience of highway and non-rail infrastructure.

System resilience elements for projects carried out with PROTECT Formula funding, such as natural infrastructure or the construction or modification of storm surge, flood protection, or aquatic ecosystem elements that are functionally connected to the eligible project.

Goals of the Program

Develop and implement capital projects adapting local transportation infrastructure to climate change.

How to Access Funds

Eligible applicants may apply to the competitive grant process.

Funding Available

\$400.5 million over five years (\$148 million State Highway Account, \$252.5 million federal PROTECT Program).

Cycle 2 encompasses \$90.7 million of remaining PROTECT funding.

Evaluation Criteria

Climate threat impacts on transportation infrastructure and climate-vulnerable communities; resiliency, preservation, enhancement, and protection benefits for mobility, accessibility, economic development and vitality, goods movement, environmental or natural resources, cultural resources, other critical infrastructure, and safety; environmental equity; and community engagement.

PROJECTS FUNDED

Allocated Funds: FY 2023-24

- \$26.57 million allocated
 - \$6 million for construction
 - \$20.57 million for pre-construction

What did we invest in?

- Stormwater management upgrades
- Evacuation route efficiencies and enhancements
- Vegetation management
- Slope stabilization
- Roadway rehabilitation

SOLUTIONS FOR CONGESTED CORRIDORS PROGRAM

California is home to nearly 40 million people and some of the country's most congested travel corridors. While congestion is a vexing challenge, regions are addressing congestion in highly traveled corridors by undertaking long-term innovative, comprehensive, and multimodal approaches that seek to reduce congestion by expanding travel choices, improving the quality of life, and preserving the local community character within the corridor.



Watsonville to Santa Cruz
Multimodal Corridor Program

The Commission's Solutions for Congested Corridors Program was created by the Road Repair and Accountability Act of 2017 (Senate Bill 1) to support collaborative and comprehensive proposals to reduce congestion in highly traveled corridors across the state. To prepare for the third cycle of this competitive program, the program guidelines underwent an extensive, consensus-driven development process. The guidelines for the 2024 Solutions for Congested Corridors Program focus on advancing equity and community engagement, and added public health as an additional information area to encourage projects that promote and consider public health impacts.

Watsonville to Santa Cruz Multimodal Corridor Program (\$92.8 million)

The Solutions for Congested Corridors Program is investing in transformative regional solutions to tackle the state's congestion crisis. One example is the Watsonville to Santa Cruz Multimodal Corridor Program in the County of Santa Cruz which was awarded in the program's second cycle in 2020.

The Watsonville to Santa Cruz Multimodal Corridor Program increases the safety and throughput of a regionally significant and congested corridor with an innovative solution to improve and integrate transit, active transportation, and highway/local roadway modes of travel. The project includes corridor improvements across three transportation modes centered in the Highway 1 corridor. The project will construct bus-on-shoulder and auxiliary lanes, active transportation facilities, and adaptive traffic signal control/transit signal priority at several intersections along the route. The project will increase multimodal options, reduce vehicle miles traveled, reduce congestion, and reduce greenhouse gas emissions in the corridor.

Program Webpage: <https://catc.ca.gov/programs/sb1/solutions-for-congested-corridors-program>

Pursuant to Streets and Highways Code Section 2397, project information (i.e., project scope, cost, schedule, benefits, and outcomes) for all projects programmed in the Solutions for Congested Corridors Program can be viewed on the California Department of Transportation's Senate Bill 1 Semi-Annual Progress Reports webpage (<https://dot.ca.gov/programs/sb1/progress-reports>).

PROGRAM BACKGROUND

Types of Projects Funded

Infrastructure projects such as high occupancy vehicle lanes, express lanes, transit and rail infrastructure, transit fare system improvements, zero-emission buses, clean rolling stock, and safety improvements.

Goals of the Program

Fund projects that reduce and manage congestion in highly traveled corridors through innovative strategies, include multimodal solutions, advance transportation equity, and align with the state's climate goals.

How to Access Funds

Program funds are awarded through a competitive process. Regional transportation planning agencies, county transportation commissions, and Caltrans are eligible to apply for program funds.

Funding Available

Total annual funding is \$250 million. Each program cycle combines funds for multiple years; a two-year cycle awards \$500 million.

Evaluation Criteria

Congestion; safety; accessibility; community engagement; economic development, job creation and retention; air quality and greenhouse gas emission reductions; efficient land use and housing; matching funds; and project deliverability, collaboration, and cost effectiveness.

PROJECTS FUNDED

2023-2024 Allocations

- \$404.1 million to 8 project segments for construction
- \$13.8 million in construction cost savings

What did we invest in?

- 7.9 miles of new or rehabilitated rail tracks
- 41 bus contactless card readers and system equipment
- 3.1 miles of new bicycle/pedestrian facilities
- 12 new stations and facility improvements
- 32 new rail cars and transit vehicles
- Programmed Funds: All Program Cycles
- \$2 billion programmed to 26 projects
- \$1.7 billion allocated
- Total project costs of over \$9.3 billion

STATE HIGHWAY OPERATIONS AND PROTECTION PROGRAM

The State Highway System is critical to California's economic well-being and quality of life, as it enables the movement of people and goods around the state. Maintaining and preserving state highways, which includes bridges and drainage systems, and associated assets, such as lighting and signage, is critical for protecting the state's investment and allowing for efficient mobility. Backlogs of deferred maintenance ultimately cost the state more money in repairs, as well as drivers and public transit operators in damage to their vehicles.



Gleason Beach Highway 1 Realignment Project

The State Highway Operation and Protection Program (SHOPP) is the State's "fix-it-first" funding program for the State Highway System. It is a four-year program of projects built entirely through the performance-driven asset management process that collectively improves the condition, operation, and sustainability of the State Highway System and associated transportation infrastructure in California. By continuously repairing and rehabilitating the State Highway System, the SHOPP maintains the approximately 16,000 mile State Highway System .

For the second year in a row, the SHOPP Major Damage Reservation saw an above average number of allocations as Caltrans responded to multiple atmospheric rivers bringing heavy rain and snow to the state. At the close of Fiscal Year 2023-24, Caltrans had approved construction contracts totaling \$1.1 billion from the SHOPP Major Damage Reservation. This is the second highest annual dollar amount on record from this program, which typically averages around \$500 million per year.

The SHOPP funds many different types of critical highway projects throughout the state. One example is Caltrans' recently completed Gleason Beach Highway 1 Realignment Project. Midway between Bodega Bay and Jenner, the project's location is at the very edge of a coastal bluff and experiences ongoing threats of roadway closure or roadway loss due to significant coastal erosion exacerbated by sea level rise. Erosion of the coastal bluff has been approximately one foot annually. Multiple emergency damage repairs (funded by the SHOPP) have been implemented to prevent the roadway from collapsing into the ocean. 11 of the 21 houses along the highway have collapsed into the ocean.

This project provides a permanent and sustainable solution to protect Highway 1 from coastal erosion and maintain safe access and connectivity for the local communities and regional users by realigning the highway approximately 400 feet inland and building a new 850-foot-long bridge over Scotty Creek and its floodplain. The realignment and new bridge also provide a rare opportunity to remove a fish passage barrier, restore coastal wetlands/riparian habitats, improve public access and the coastal trail, and improve bicycle and pedestrian accessibility and safety along this stretch of Highway 1.

Program Webpage: <https://catc.ca.gov/programs/state-highway-operation-and-protection-program>

PROGRAM BACKGROUND

Types of Projects Funded

Projects are limited to maintenance, safety, operation, and rehabilitation of state highways and bridges, including complete streets elements for bicyclists and pedestrians. Projects cannot add new traffic lanes to the State Highway System.

Goals of the Program

Preserve and maintain State Highway System assets and ensure safety and operational efficiency on the system.

How to Access Funds

Projects must be consistent with the Transportation Asset Management Plan approved by the Commission. Caltrans, as the owner and operator of the State Highway System, is the only agency that receives funds through this program.

Funding Available

The program receives over \$5 billion annually from the Road Maintenance and Rehabilitation Account as well as other state and federal funds from the State Highway Account.

Evaluation Criteria

The Commission reviews the program of projects proposed by Caltrans for consistency with the Transportation Asset Management Plan and the goals of the program.

Public Engagement and Equity

Caltrans' SHOPP development process solicits input from public agencies, Native American tribal governments, non-governmental organizations, and members of the public.

PROJECTS FUNDED

2023-2024 Allocations

- \$4.9 billion for construction
- \$1.9 million for pre-construction

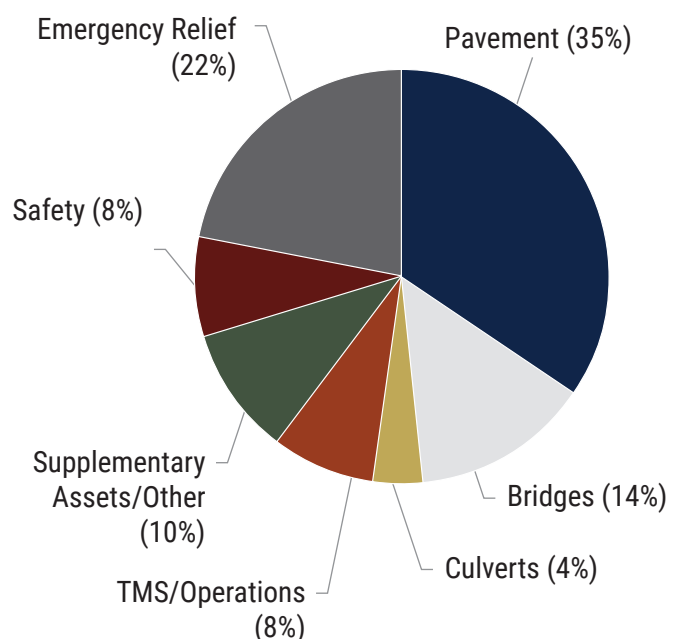
What did we invest in?

- 104 bridges fixed
- 1,513 lane miles of pavement rehabilitated
- 380 culverts fixed
- 1,329 Transportation Management System elements fixed

Recent Program Cycles

- 2016: \$10.1 billion to 872 projects
- 2018: \$18.0 billion to 1,000 projects
- 2020: \$17.4 billion to 920 projects
- 2022: \$17.9 billion to 733 projects
- 2024: \$21.2 billion to 635 projects

FY 2023-24 SHOPP Allocations Total = \$6.8 Billion



STATE TRANSPORTATION IMPROVEMENT PROGRAM

California has diverse transportation needs across its different regions. Urban areas tend to experience significant congestion and wear and tear on transportation systems, while rural areas face challenges in connecting people and goods to more remote locations. Differences in density, climate, and economic activity mean that one sized solutions do not fit all. Connecting these regions through efficient and sustainable transportation networks is important for the state's economy and the quality of life for all Californians.

The State Transportation Improvement Program (STIP) is a biennial five-year plan adopted by the Commission each even-numbered year, with each new STIP adding two new years to prior programming commitments. The STIP includes a wide variety of regional and interregional capital projects that improve local roads, support active transportation, and help facilitate the movement of people and goods by improving the state highway system, intercity rail, and transit. The 2024 STIP was adopted in March 2024.

The Sonoma-Marín Area Rail Transit (SMART) Windsor Rail Systems Project, located between Santa Rosa's Airport Boulevard and the Town of Windsor in Sonoma County, replaces non-operating, publicly owned railroad tracks with a 3.1-mile passenger rail extension and an adjacent Class 1 active transportation trail. The STIP contributed \$10 million in STIP funds to complete the full SMART Windsor Rail and Pathway Extension project. The project started construction in November 2023 and is anticipated to open for passenger rail service in late Spring 2025.

Program Webpage: <https://catc.ca.gov/programs/state-transportation-improvement-program>



Sonoma-Marín Area Rail Transit (SMART)
Windsor Rail Systems Project



Sonoma-Marín Area Rail Transit (SMART)
Windsor Rail Systems Project

PROGRAM BACKGROUND

Types of Projects Funded

The STIP includes a wide variety of capital improvements, including bicycle and pedestrian facilities, intercity rail and public transit improvements, highway and local road improvements and transportation system/demand management.

Goals of the Program

Address regional priorities by providing funding that meets the region's most urgent needs as well as the effective and efficient interregional movement of people and goods.

How to Access Funds

The new funding available is divided with 75% for the regional program and 25% for the interregional program. The regional program is further subdivided by formula into county shares.

Funding Available

Funding is made available from a portion of the excise tax on gasoline that is adjusted annually for inflation. The 2024 STIP Fund Estimate, covering fiscal years 2024-25 through 2028-29, was adopted at the August 2023 Commission meeting and provided new program capacity of \$1.674 billion over the five-year period. This includes \$435 million available to the STIP from the Public Transportation Account,

which is insufficient to support existing rail and transit commitments. All rail and transit projects currently programmed in the STIP must maintain federal eligibility.

Evaluation Criteria

Projects are nominated by each regional agency in its respective Regional Transportation Improvement Program or by Caltrans in its Interregional Transportation Improvement Program. Proposed projects must be consistent with adopted long range Regional Transportation Plans, the Interregional Transportation Strategic Plan, the Sustainable Communities Strategies, and all applicable state and federal laws.

Public Engagement and Equity

Public engagement occurs at the regional and state levels as part of the development of the long-range Regional Transportation Plans and the Interregional Transportation Strategic Plan.

The 2024 STIP guidelines require each Regional Transportation Improvement Program and the Interregional Transportation Improvement Program to include an in-depth summary on what community engagement was performed and how community feedback was acknowledged and incorporated into each respective program.

PROJECTS FUNDED

2023-2024 Allocations

- \$489.8 million to 141 projects
 - \$431.3 million for construction
 - \$44.9 million for pre-construction
- \$13.6 million for planning, programming, and monitoring

What did we invest in?

- \$368.4 million for 65 highway and local road projects (including complete streets elements)
- \$70.9 million for 7 rail and transit projects
- \$11.8 million for 11 standalone active transportation projects
- \$127,000 for 4 bridge projects

TRADE CORRIDOR ENHANCEMENT PROGRAM

California is a preeminent global goods movement gateway. The Ports of Los Angeles and Long Beach move roughly 35 percent of all containers in the United States and approximately 40 percent of United States imports and 25 percent of exports pass through the San Pedro Bay. The Trade Corridor Enhancement Program provides critical funds for projects on significant freight corridors to facilitate goods movement. The program also supports the state's transition to zero-emission freight by funding zero-emission freight infrastructure.

The Trade Corridor Enhancement Program supports multi-modal approaches to goods movement. In the program's third cycle, the Commission funded the Port of Long Beach America's Green Port Gateway: Pier B Early Rail Enhancements project. The project proposes to add two lengthened yard tracks, remove an at-grade crossing, construct a new retaining wall to provide staging for more and longer trains, construct a locomotive support facility, and create a 10,000-foot support track to allow for increased daily train movements. Overall, the project will increase the national competitiveness and productivity of the San Pedro Bay Port Complex rail network and address port-related community impacts.

Program Webpage: <https://catc.ca.gov/programs/sb1/trade-corridor-enhancement-program>



Port of Long Beach Pier B Early Rail Enhancements Project



Port of Long Beach Pier B Early Rail Enhancements Project

PROGRAM BACKGROUND

Types of Projects Funded

Eligible projects include highway improvements, zero-emission freight infrastructure, freight rail system improvements, port capacity and efficiency enhancements, border access improvements, road connector improvements, technology improvements, and environmental and community mitigation.

Goals of the Program

Fund freight infrastructure improvements on significant freight corridors.

How to Access Funds

The program is competitive. Eligible applicants include public entities, such as cities, counties, metropolitan planning organizations, regional transportation planning agencies, port authorities, public construction authorities, and Caltrans. Project proposals from private entities may be submitted by a public agency sponsor.

Funding Available

The fourth program cycle, covering Fiscal Years 2025-26 and 2026-27, has \$1.07 billion available, including \$817 million

from state diesel excise tax revenues and \$254 million in federal National Highway Freight Program funds.

Evaluation Criteria

Evaluation criteria include freight and transportation system factors, community impact factors, project readiness, leveraging funds, jointly nominated projects, community engagement, and zero-emission freight features. The 2024 program guidelines include more detailed zero-emission freight infrastructure criteria to provide applicants with more guidance.

Public Engagement and Equity

Community engagement is an evaluation criterion, and a Transportation Equity Supplement provides resources to applicants on how to consider equity in project nominations. The Commission updated the Transportation Equity Supplement for the 2024 program cycle, incorporating additional examples, tools, and strategies. The Commission held nine public workshops to solicit input to inform the fourth cycle program guidelines and hosted 29 virtual office hour sessions for potential applicants.

PROJECTS FUNDED

2023-2024 Allocations

- \$515 million
 - Cycle 1 projects: \$29 million
 - Cycle 2 projects: \$218 million
 - Cycle 3 projects: \$163 million
 - Cycle 4 projects: \$105 million

What did we invest in?

- 4 grade separation or rail crossing improvements
- 3 miles of new track
- 2 port improvements
- 5 interchange improvements
- 27 miles of truck climbing lanes
- 145 medium and heavy-duty vehicle charging stations

All Program Cycles

- \$3.98 billion programmed
- 104 projects programmed
- \$2.4 billion allocated

TRANSIT AND INTERCITY RAIL CAPITAL PROGRAM

California's transit systems deliver transportation services to the public through buses, light rail, heavy rail, commuter rail, ferry service, and other means. Transit serves a critical role in the state's transportation network by enabling subsidized access to transportation services for individuals unable to own or ride in a privately owned vehicle. Transit also can move large numbers of people more efficiently than passenger vehicles, which can help alleviate congestion on the state's highways and roads as well as reduce greenhouse gas emissions.

The Transit and Intercity Rail Capital Program funds transformative capital improvements that modernize California's intercity rail, commuter rail, urban rail, bus, ferry, and rail transit systems. The program's objectives are to reduce greenhouse gas emissions, expand and improve transit service to increase ridership, integrate the rail service of the state's various rail operations, and improve transit safety. Under the program's statute, the California State Transportation Agency is responsible for developing guidelines, evaluating project applications, and selecting projects for funding. After projects are selected, the Commission allocates funds to projects when ready to be implemented and monitors project delivery milestones.

The Solano Regional Transit Improvements project includes a suite of capital improvements and fleet electrification that improve the frequency, access, and safety of the Fairfield-Vacaville Intermodal Station, the Suisun-Fairfield Intermodal Station, and the SolanoExpress assets. The project includes the electrification of the SolanoExpress long-haul fleet, as well as capital improvements such as pedestrian improvements at three locations in Solano County and site improvements for the electrification of buses. With resources such as a regional express bus service, two Capitol Corridor train stations, a ferry terminal, and connections to BART, Solano County can better integrate all these services and offer convenient and reliable transit options to commuters. This project promotes mode-shift away from single occupancy vehicles and towards rail, express bus, or ferry services.

Program Webpage: <https://catc.ca.gov/programs/transit-intercity-rail-capital-program>



Fairfield Transportation Center – Before



Fairfield Transportation Center – After

PROGRAM BACKGROUND

Types of Projects Funded

Improvements to modernize transit services by enhancing and improving intercity, commuter, and light rail; procuring rolling stock; expanding existing or building new transit facilities; rehabilitating transit facilities; and integrating networks amongst various transit operators.

Goals of the Program

Reduce greenhouse gas emissions; expand and improve transit service to increase ridership; integrate the state's various rail services; and improve transit safety.

How to Access Funds

The California State Transportation Agency selects projects through a competitive process. Public agencies, including joint powers agencies, that operate or have planning responsibility for existing or planned regularly scheduled intercity or commuter passenger rail service, urban rail transit service, or bus or ferry transit service are eligible to apply.

Funding Available

Funding comes from 10 percent of Cap-and-Trade auction proceeds and 70% of Transportation Improvement Fees (paid by vehicle owners at registration). Each award cycle varies in available funds.

The 2024 program cycle opened the call for projects in April 2024, with \$900 million in available program capacity.

Evaluation Criteria

Ability to reduce greenhouse gas emissions, increase ridership, integrate rail and transit service, implement safety improvements of the transit systems, reduce vehicle miles traveled, demonstrate alignment with state housing policies and goals, invest in clean air technology, and promote active transportation.

PROJECTS FUNDED

2023-2024 Allocations

- \$1.385 billion for 88 projects:
 - \$1.062 billion for construction
 - \$323 million for pre-construction

2023-2024 Allocations by Commuter Type

- Urban Rail - \$583.4 million
- Commuter Rail - \$578.9 million
- Transit - \$147.3 million
- Intercity Rail - \$75.5 million

What did we invest in?

- \$668.8 million for system infrastructure improvements/upgrades
- \$440.5 million for vehicle and/or equipment procurement
- \$233 million for new systems and supporting infrastructure
- \$18.9 million for rail expansion
- \$18.4 million for service improvements
- \$5.4 million for new or replacement track or track infrastructure



OTHER PROGRAMS

Aeronautics Program

This program consists of: (1) an Annual Credits Program, which provides \$10,000 grants or “credits” to each of the state’s 149 general aviation airports for use at the sponsor’s discretion, subject to applicable laws and regulations; (2) Airport Improvement Program Matching Grants, which assist airports in meeting the local match for an Airport Improvement Program grant from the Federal Aviation Administration; and (3) Acquisition and Development Grants, which fund capital improvement projects, including repair or replacement, and expenditures for compatible land use planning in the area surrounding an airport.

In Fiscal Year 2023-24, the (1) Annual Credits Program was fully funded at \$1.44 million; (2) the Commission allocated \$2.5 million for Airport Improvement Program Matching Grants (to be used in Fiscal Year 2024-25) from available funds, of which \$1.7 million has been sub-allocated towards 39 projects, and; (3) no funding was available for the Commission to allocate for Acquisition and Development Grants, for which there are currently 11 projects programmed totaling \$2 million. A list of the 11 unallocated projects is available on the Commission website at: <https://catc.ca.gov/-/media/ctc-media/documents/ctc-meetings/2024/2024-08/35-3-7-a11y>

Enhanced Mobility of Seniors and Individuals with Disabilities Program

The Federal Transit Administration Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program is a federal grant program for the purchase of transit capital equipment to meet the specialized needs of elderly and disabled people for whom mass transportation services are unavailable, insufficient, or inappropriate. Government Code Sections 14055.2 through 14055.4 require the Commission to direct the California Department of Transportation on how to allocate funds for the program,

establish an appeals process, and hold at least one public hearing before approving a program of projects. In March 2024, the Commission adopted the \$22.378 million program of projects for the Small Urban and Rural Areas Program, funding 123 projects.

Environmental Enhancement and Mitigation Program

This program funds environmental enhancement and mitigation projects directly or indirectly related to the environmental impact of modifying new or existing transportation facilities. Pursuant to Streets and Highways Code Section 164.56, projects must fall within one of three categories: urban forestry; resource lands; or mitigation projects beyond the scope of the lead agency. Any local, state, or federal agency, or nonprofit entity is eligible to participate in the program. The California Natural Resources Agency prescribes procedures and criteria to evaluate grant project proposals and recommends projects for funding to the Commission annually. The Commission awards grants to fund projects as recommended by the California Natural Resources Agency.

The Commission approved the 2023 Environmental Enhancement and Mitigation Program in March 2024, programming eight projects totaling \$9.35 million.

Local Assistance Program

This program is made up of various federal and state programs specifically designed to assist the transportation needs of local agencies. These programs fund a wide range of purposes, including bridge replacements, railroad grade crossings, pedestrian safety improvements, and improvements to relieve congestion and improve air quality. The Commission allocates these funds to Caltrans to then sub-allocate to local agencies. Caltrans is required to update the Commission quarterly about the status of state and federal local assistance allocations. In federal Fiscal Year 2022-2023 the Commission allocated \$2.3 billion to Caltrans for sub-allocation to local agencies. The Commission expects to allocate \$2.3 billion in federal Fiscal Year 2023-2024 based on project funding levels. Table 4 includes detail on the federal and state allocations by program for each year.

Table 4: Local Assistance Allocations by Program

As of June 30, 2024
(Dollars in Millions)

Federal	2022-23	2023-24
National Highway Performance Program (Bridge) and Off-System Bridge	\$309	\$310
Bridge Formula Program	253	253
Surface Transportation Block Grant Program	572	509
Congestion Mitigation and Air Quality Improvement Program	472	474
Highway Safety Improvement Program	112	60
Railroad Grade Crossing Protection Program	26	25
Carbon Reduction Program	32	66
Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Discretionary Grants Program	11	-
Discretionary and Special Programs	220	283
Highway Infrastructure Program	46	19
Community Project Funding/Congressionally Directed Spending Program	92	99
Federal Total	\$2,145	\$2,098
State	2022-23	2023-24
Surface Transportation Block Grant Program State Match and Exchange	\$64	\$71
Bridge Inspection & Seismic Retrofit State Match	1	1
Railroad Grade Separations	15	15
Railroad Grade Crossing Protection Maintenance		4
Miscellaneous Unassigned Local Programs	3	3
Freeway Service Patrol	25	25
Freeway Service Patrol - Senate Bill 1	25	25
Senate Bill 137 Exchange - HSIP	50	100
State Total	\$183	\$244
Grand Total	\$2,328	\$2,342

Note: Numbers may not add up due to rounding.

Proposition 1A

Also known as The Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, this measure created \$9.950 billion in state general obligation bond funding to be paid off over 30 years. The High-Speed Rail Authority received \$9 billion for the high-speed rail project connecting San Francisco and Los Angeles. The Commission received

the remaining \$950 million to fund transit improvements to support and provide direct connectivity to the high-speed train system, as well as capacity enhancements and safety improvements. Since the program's inception, the Commission has programmed \$931 million and allocated more than \$897 million to 18 intercity rail, commuter rail, and urban rail projects. The remaining balance was set aside for administration costs. Commission staff continues to work with Caltrans to allocate the remaining balance and close out the program.

Proposition 1B

Also known as The Highway Safety, Traffic Reduction, Air Quality, and Port Security Act of 2006, this measure authorized the issuance of \$19.9 billion in state general obligation bonds. Proposition 1B requires the Commission to program and allocate approximately \$12.4 billion of that funding to specific transportation programs intended to relieve congestion, facilitate goods movement, improve air quality, and enhance the safety of the state's transportation system. As of the end of Fiscal Year 2023-24, the Commission has allocated \$12.3 billion of the \$12.4 billion in bond funds programmed under its purview. Most Proposition 1B projects have either been constructed or are nearing completion. To better administer the program, the Commission developed and implemented an accountability plan, which required bond fund recipients to report to the Commission quarterly, and the Commission to submit semiannual reports to the Department of Finance to document whether projects are proceeding on schedule and within their estimated cost. In 2020 the Commission changed bond recipient reporting from quarterly to semiannually. The quarterly and semiannual reports and the list of projects funded are available on the Commission website at: <https://catc.ca.gov/programs/proposition-1b-highway-safety-traffic-reduction-air-quality-and-port-security-bond-act-2006>

Proposition 116

This measure enacted the Clean Air and Transportation Improvement Act of 1990 and designated nearly \$2 billion toward specific projects, primarily for passenger rail capital projects. The Commission has successfully programmed and allocated all available Proposition 116 funds since the program's inception over 30 years ago.

Seismic Safety Retrofit Program

This program was established by the Legislature following the 1989 Loma Prieta earthquake to improve the safety of bridges on the State Highway System and the local streets and roads network. The State Highway System Component totaled \$12 billion and seismically retrofitted a total of 2,199 bridges. As of February 2019, the State Highway System Component has been completed. In 2006, the Local Streets and Roads Component, which originally consisted of 1,235 bridges, received \$125 million from Proposition 1B to retrofit the remaining 479 local bridges in the program. As of June 2024, \$104 million has been suballocated. Of the 1,235 bridges in the program, 1,200 bridges have been completed and 35 bridges have not been completed. Of the 35 incomplete bridges, 22 bridges are in construction and 13 bridges have yet to move into construction.

Short-Line Railroad Improvement Program

This program funds short-line railroad infrastructure projects intended to improve freight mobility, increase volume thresholds, and support modern rail freight traffic throughout California. The program was funded by a one-time appropriation with savings from Proposition 1B through Senate Bill 87 (Committee on Budget and Fiscal Review, Chapter 32, 2019). By the close of Fiscal Year 2022-23, all \$6.8 million in program funds had been allocated to the eight programmed projects. In Fiscal Year 2023-24, the third project of the eight programmed projects was completed, in which \$1.79 million in program funds were used to replace 1.6 miles of 100-year-old rail, rehabilitate 17 switches, and refurbish or replace six grade crossings. Thus far, \$3.39 million in program funds have been used to successfully rehab, repair, or replace approximately 5.4 miles of rail. Collectively, the eight programmed projects will rehabilitate aging rail and rail bridges to modern standards and construct new rail spurs and rail track. The projects entail a variety of benefits including increasing goods movement, reducing congestion, reducing truck miles traveled, providing safety and operational improvements, and reducing greenhouse gas emissions. The list of projects funded is available at: <https://catc.ca.gov/programs/short-line-railroad-improvement-program>

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PLANNING

Under state and federal law, Caltrans is required to develop a series of long-range transportation planning documents on behalf of the state. The Commission provides direction on the development of these plans. These include the California Transportation Plan, which provides a vision for the state's transportation future, as well as several statewide plans that are intended to advance the goals and objectives of the California Transportation Plan. These plans, also known as the state's modal plans, include:

- The California Aviation System Management Plan
- The California Freight Mobility Plan
- The California State Rail Plan
- The Interregional Transportation Strategic Plan
- The State Bicycle and Pedestrian Plan

The California Transportation Plan and the modal plans are subject to various federal and state statutory requirements. While the plans are on different update cycles, they are required to be updated every four to five years depending on the plan.

In 2024, the Commission received updates from Caltrans on the Interregional Transportation Strategic Plan.

PLANNING GUIDELINES

In addition to providing direction on the development of Caltrans' long-range planning documents, the Commission also maintains guidelines for the development of transportation plans, including the California Transportation Plan and Regional Transportation Plans. The most recent update to the California Transportation Plan guidelines were adopted in 2023. In 2022 and 2023, the Commission held a series of public workshops and facilitated workgroups in partnership with Caltrans to receive feedback on the update to the Regional Transportation Plan guidelines.

Two key themes that emerged from the workshops were the need to update the Regional Transportation Plan guidelines to conform with minor changes in federal legislation and regulations since the last guidelines update in 2017, and the need to incorporate new planning practice examples. To address those themes, language was added in the following areas: equity and environmental justice; coordination with the Regional Housing Needs Allocation process; federal performance management requirements; climate adaptation guidance and tools; vehicle miles traveled analysis under the California Environmental Quality Act; and clarifications to the Sustainable Communities Strategies process and implementation resources. Draft guidelines were released for public comment and feedback received was posted online. The updated guidelines incorporated new federal and state legislation; added a reference to new reports, plans, and best practices; and integrated feedback from partners. The Regional Transportation Plan guidelines for Metropolitan Planning Organizations and Regional Transportation Planning Agencies were adopted by the Commission in January 2024.

STATE AND LOCAL TRANSPORTATION SYSTEM NEEDS ASSESSMENT (SENATE BILL 1121)

Senate Bill 1121 (Gonzalez, Chapter 508, Statutes of 2022) requires the Commission to prepare a needs assessment documenting the cost to operate, maintain, and provide for the necessary growth of the state and local transportation system over a 10-year period and update the assessment every five years. The needs assessment is required to include expected revenues for transportation, the costs required to address identified needs – including bicycle and pedestrian facilities; local streets and roads; highways, bridges, and culverts; capital and operational needs of transit, commuter rail, and intercity rail systems; and costs related to system resiliency – and recommendations to address any projected shortfall.

Since the most recent transportation needs assessment prepared in 2011, the pressures on California's transportation system have changed, such as the increased frequency and severity of extreme climate events impacting transportation infrastructure. From December 2022 through April 2023, California experienced multiple atmospheric rivers, causing significant damage due to heavy rainfall for prolonged stretches of time. Entire towns have been lost due to increasingly intense wildfires. Entire segments of roadways have either been underwater or have fallen into the Pacific Ocean. The impact of the COVID-19 pandemic and changing commute patterns have eroded transit ridership and farebox revenues at a time when transit operators are attempting to use limited funds available for capital purposes to transition their fleets to zero emissions.

On top of these impacts and changing needs, available revenues generated by the state's gasoline fuel tax have been eroding due to increased vehicle fuel efficiency. This loss is being further accelerated due to the aggressive adoption of zero-emission vehicles. While increased fuel economy and more zero-emission vehicles on the road are positive steps towards reducing greenhouse gas emissions and improving air quality, these trends have also resulted in reduced excise tax revenues generated by gas consumption. The 2024 State Transportation Improvement Program Fund Estimate, prepared by Caltrans and adopted by the Commission in August 2023, provides a near-term analysis of how increased fuel economy and zero-emission vehicles have impacted gasoline consumption. The adopted Fund Estimate projects gasoline tax revenues to decrease by \$1.3 billion (13 percent) due primarily to increases in fuel economy and zero-emission vehicles.

The Commission submitted an Interim Needs Assessment to the Legislature in January 2024. The Interim Needs Assessment highlights the gas excise tax as the primary State source of transportation funding. The increased use of more fuel-efficient and zero-emission vehicles will lead to a reduction in fuel consumption and a decrease in available transportation funding from the gas excise tax. The final 2025 State and Local Transportation System Needs Assessment will be submitted in January 2025.

After submission of the Interim Needs Assessment, the Commission began collecting information from existing Regional Transportation Plans prepared by Metropolitan Planning Organizations and Regional Transportation Planning Agencies to further inform the development of the 2025 Needs Assessment. In addition to the near-term analysis provided by the Department of Transportation, the Legislative Analyst's Office and the Mineta Transportation Institute produced ten-year transportation revenue projections which are currently being analyzed for the 2025 Needs Assessment.

With the preliminary information gathered from the Regional Transportation Plans and the reports from the Legislative Analyst's Office and the Mineta Transportation Institute, the Commission initiated workshops throughout 2024 to engage with stakeholders to gather input to help establish a baseline scenario and formulate the policy recommendations in the 2025 Needs Assessment.

The Commission has engaged with a diverse array of stakeholders, including, but not limited to, community-based organizations, environmental justice and equity-based organizations, organized labor, the transportation industry, Metropolitan Planning Organizations, county transportation commissions, Regional Transportation Planning Agencies, local governments, and transit operators to inform the development of the Needs Assessment.

The Draft 2025 Needs Assessment will be circulated for public review in early 2025. The 2025 Needs Assessment identifies total 10-year needs of \$736.2 billion based on the combined Regional Transportation Plans, California State Rail Plan, the State Highway System Management Plan, and the 2022 Local Streets and Roads Report. Available revenues are projected at \$572 billion, resulting in an expected shortfall of \$164

billion. This shortfall is expected to be exacerbated by the increasing adoption of zero-emission vehicles and more fuel-efficient vehicles, which is expected to reduce gas tax revenues by \$31.1 billion over 10 years for a total shortfall of nearly \$200 billion. When completed, the 2025 State and Local Transportation Needs Assessment will provide a more complete picture of California's extensive transportation needs between 2025 – 2035 and potential policy solutions to address the funding shortfall.

More information on the 2025 State and Local Transportation System Needs Assessment can be found on the Commission's website here: <https://catc.ca.gov/programs/sb1121>

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FINANCING

ROAD CHARGE

Senate Bill 1077 (DeSaulnier, Chapter 835, Statutes of 2014) tasked the Chair of the Commission, in consultation with the California State Transportation Agency, to convene a 15-member Road Charge Technical Advisory Committee to study road usage charge alternatives to the gas tax, make recommendations to the Secretary of the Transportation Agency on the design of a pilot program, and recommend criteria to be used to evaluate the pilot program. In 2015, the Chair of the Commission established the Technical Advisory Committee, which includes membership that represents technical and public interest areas. The pilot program called for under Senate Bill 1077 concluded in 2017, having enrolled 5,000 vehicles to test a variety of mileage tracking methods while using mock invoices and payments.

More recently, the need for a road charge has been heightened due to the issuance of Executive Order N-79-20, in September 2020, which requires a complete transition for new passenger vehicle sales to a fully zero-emission vehicle market by 2035. With zero-emission vehicles making up more than 25 percent of vehicle sales in parts of 2023, the need to move toward a different way of collecting transportation taxes that are not based on traditional fuel taxes is increasingly critical.

Recognizing this need, the Governor signed Senate Bill 339 (Wiener, Chapter 308, Statutes of 2021), which implements a legislative recommendation from the Commission's 2020 Annual Report to authorize a new road charge pilot program to test revenue collection. Senate Bill 339 required the Technical Advisory Committee to provide recommendations on the design of the pilot to the California State Transportation Agency, including fee structures to be used in the pilot.

In May 2024, the Technical Advisory Committee adopted revised road charge rates for the pilot to account for inflationary changes. The pilot began in August 2024 and findings are expected to be released in early 2025.

GARVEE BOND FINANCING

Federal Grant Anticipation Revenue Vehicle (GARVEE) bonds may be used to finance projects in the State Transportation Improvement Program and the State Highway Operation and Protection Program. GARVEE bonds are tax-exempt anticipation notes backed by annual federal appropriations for federal aid transportation projects. They generally are used to finance large projects that would otherwise be unaffordable with available funding. Although this allows strategic projects to be delivered earlier than otherwise, the debt service limits future flexibility. The Commission has approved the issuance of GARVEE notes twice: once for State Transportation Improvement Program projects in 2004 and once for State Highway Operation and Protection Program projects in 2008. Both bonds have been repaid and all projects funded with the bond proceeds have been completed.

Government Code Section 14553.10 requires the Commission report, on or before October 1 each year, to the Governor, the Chairs of the Senate and Assembly Transportation Committees, the Department of Finance, and the Legislative Analyst on the amount of GARVEE bonds the Commission intends to issue for the subsequent fiscal year. In October 2024, the Commission notified these parties that it did not anticipate requesting issuance of GARVEE bonds in Fiscal Year 2025-26, which was based on an assessment of funding levels available for the two programs, as identified in the 2024 Fund Estimate adopted by the Commission on August 16, 2023. In its notification, the Commission also reported that neither the California Department of Transportation nor regional transportation agencies had requested the issuance of GARVEE bonds in the upcoming fiscal year to deliver their programs.

TOLL FACILITIES

Assembly Bill 194 (Frazier, Chapter 687, 2015), authorizes the Commission to approve tolling of transportation facilities in California. Under this legislation, regional transportation agencies or Caltrans may apply to the Commission to develop and operate high-occupancy toll lanes or other toll facilities, including a value pricing program and exclusive or preferential lane facilities for public transit or freight. The legislation includes specific eligibility criteria for approving a facility, including that the facility will improve the corridor's performance such as increasing passenger throughput or reducing delays for freight shipments and travelers. The Commission also has established additional required information for applicants to submit in its toll facility guidelines.

The Commission has received and approved five tolling applications under this legislation. Assembly Bill 194 requires the Commission to summarize the progress of the development and operation of the toll facilities it approves in its Annual Report to

the Legislature, in cooperation with the Legislative Analyst's Office. Approved facilities and their progress are as follows:

Interstate 405 High-Occupancy Toll Facility in Orange County

In May 2016, the Commission approved an application from the Orange County Transportation Authority to develop and operate a high-occupancy toll facility on Interstate 405 between State Route 73 and Interstate 605 in Orange County. The facility has reached substantial completion and was opened to the public in December 2023. The Orange County Transportation Authority reports that the following additional milestones were accomplished as of the end of Fiscal Year 2023-24:

- Established opening day and holiday toll rate schedules,
- Adopted a revised toll policy that includes HOV3+ free travel at all times of the day and discounts for HOV2 and clean air vehicles,
- Executed an agreement with the California Highway Patrol to provide enforcement services,
- Executed an agreement with Caltrans to provide freeway roadway maintenance services,
- Opened the customer service center to the public and started opening 405 Express Lanes accounts,
- Opened over 10,000 405 Express Lanes accounts,
- Registered over 38 million transactions that have translated into approximately 10 million trips,
- Collected over \$20 million in total revenues that has been used for expenses and reserves,
- Final acceptance for the Interstate 405 Improvement Project is anticipated by the end of 2024.

San Mateo County U.S. 101 Express Lanes Project

In August 2019, the Commission approved an application from the San Mateo County Express Lanes Joint Powers Authority, a joint venture between the City/County Association of Governments of San Mateo County and the San Mateo County Transportation Authority, to develop and operate a 22-mile high-occupancy toll facility on U.S. 101 in San Mateo County between the Santa Clara County line to the south and Interstate 380 to the north. The San Mateo County Express Lanes Joint Powers Authority reports that the following milestones were accomplished in Fiscal Year 2023-24:

- Both the Civil Construction and Toll System Integration Phases were completed on schedule and within budget. Project closeout for both phases is currently ongoing.
- Caltrans awarded the construction contract for the Highway Landscaping Phase, which is the final phase of the project. Construction began in January 2024.
- The Total Project Baseline budget is approximately \$581 million while the project has expended approximately \$558 million as of June 30, 2024.
- In March 2024, the Project was fully operational for a year. The latest quarterly operations performance report for the full 44 miles of Express Lanes (22 miles in each

direction), covering the 4th Quarter of Fiscal Year 2023-2024 (April 1 – June 30, 2024) indicates that the toll facility is performing as expected. It continues to help manage congestion along US 101, with a steady year-over-year increase in express lane traffic volume and FasTrak toll tag adoption in vehicles. The Express Lanes provide additional capacity along the corridor and improved speeds for more reliable travel times. Speeds in the Express Lanes were mostly above 45 mph with an estimated travel time savings of up to 10 minutes compared to general purpose lanes.

- San Mateo County Express Lane - Joint Powers Authority (SMCEL-JPA) assessed the dynamic pricing algorithm to ensure effectiveness, particularly in more congested areas, and will continue to monitor it.
- A toll facility leakage study was conducted to better understand “leakage” and express lanes performance degradation; resulting in recommendations to mitigate leakage and improve driver education on express lanes rules and requirements.
- Since its inception, the US 101 Express Lanes Community Transportation Benefits Program has provided benefits to nearly 4,600 eligible community members in San Mateo County in the form of preloaded FasTrak toll transponders or transit Clipper Cards with a value of \$100. This is an increase of nearly 2,200 participants since the end of Fiscal Year 2022-2023.
- After an evaluation of the Benefits Program, SMCEL-JPA approved the following recommendations:
 - Beginning July 31, 2024, the benefit amount increased from \$100 to \$200. The increase in value from \$100 to \$200 offers more support to the highest need community members for longer periods of time.
 - Next Gen Program: In November 2023, SMCEL-JPA approved the development of the Next Generation Community Transportation Benefits Program (Next Gen Program), which will offer community members even greater flexibility by providing the \$200 benefit on a mobility debit card, rather than preloaded on a FasTrak transponder or Clipper Card. The Next Gen Program will enable community members to fund mobility choices that meet their unique mobility needs. In addition, eligible individuals will be able to enroll in the program online to help decrease barriers to entry.

Interstate 105 High Occupancy Toll Facility in Los Angeles County

In October 2019, the Commission approved an application from the Los Angeles County Metropolitan Transportation Authority to develop and operate a high-occupancy toll facility along Interstate 105 between Interstate 405 and Interstate 605. The Los Angeles County Metropolitan Transportation Authority reports that the following milestones were accomplished in Fiscal Year 2023-24:

- Design for Package 1 (I-405 to Central Avenue), Package 2 (Central Avenue to I-710), and Package 3 (I-710 to Studebaker Road) have been submitted to Caltrans for review.
 - Package 1: 100% Opinion of Probable Construction Cost was received from the Construction Manager General Contractor.
 - Package 2 and Package 3: 65% Opinion of Probable Construction Cost was received from Construction Manager General Contractor.

- The project's current cost estimate is \$1.44 billion.
- The I-105 project team is coordinating with the Los Angeles County Metropolitan Transportation Authority (Metro) rail operations to reduce potential impacts and disruption to the Metro C Line and project construction, and with the Southeast Gateway Line project that will include a new C line station in the median of I-105 and light rail tracks over I-105.

State Route 37 Toll Facility

In May 2023, the Commission approved an application from the Bay Area Infrastructure Financing Authority (BAIFA) to develop and operate a toll facility on State Route 37 as part of the Sears Point to Mare Island Improvement Project. The toll facility will be located along State Route 37 in Solano and Sonoma Counties. The project will be delivered by an integrated team consisting of the Metropolitan Transportation Commission and Caltrans along with its North Bay Transportation Authority partners. BAIFA reports on behalf of the partnership that the project has accomplished the following milestones in Fiscal Year 2023-2024:

- May 2024: Developed phased delivery strategy.
- June 2024: Completed an addendum/re-validation to the environmental document to account for a new project feature, the replacement of the Tolay Creek Bridge.
- June 2024: Completed data collection on origin-destination/corridor traveler information.
- July 2023-June 2024: Discount program development- Updated travel data to understand SR 37 traveler origins, destinations, and demographics. Evaluated Metropolitan Transportation Commission/Association of Bay Area Government discount pilot programs to inform potential expansion of eligibility and enrollment standards.
- Current activities:
 - 65% Project Plans Specifications & Estimate is underway.
 - Conducting traffic and revenue and equity analysis to help inform the toll program and financing capacity.
 - Working on a procurement for a Construction Manager to deliver the project using the Construction Manager General Contractor delivery method.

Interstate 80 – U.S. Highway 50 Toll Facility

In May 2024, the Commission granted the Capital Area Regional Tolling Authority (CARTA) authority to develop and operate a toll facility as part of the Yolo 80 Corridor Improvements Project (Yolo 80). The project will add 17 lane miles of toll lanes (one in each direction) on Interstate 80 in Yolo County, between the cities of Davis and West Sacramento. The Yolo 80 project is being delivered as a partnership between CARTA, Yolo Transportation District, Caltrans District 3, and the Sacramento Area Council of Governments. The project has accomplished the following milestones in Fiscal Year 2023-2024:

- Completed Project Approval and Environmental Document in May 2024
- Completed Final Design in May 2024
- Project Advertised in June 2024

CALIFORNIA TRANSPORTATION FINANCING AUTHORITY

Assembly Bill 798 (Nava, Chapter 474, Statutes of 2009) created the California Transportation Financing Authority (Financing Authority). Assembly Bill 798 provides that a project sponsor, as defined in Government Code section 64102(g), may apply to the Financing Authority for bond financing or refinancing of a transportation project that Caltrans and the Commission have approved for construction. The Financing Authority and the Commission are required to develop an approval process that results in project approval by the Commission and financing approval by the Financing Authority in a cooperative manner that is not sequential, so that both approvals may be delivered to a project at approximately the same time.

Beginning in June 2011, and annually thereafter, the Financing Authority is required to present to the Commission a summary of actions taken in the previous calendar year, including the number of project sponsors that sought financing through the Financing Authority, a description of each project, a summary of the sources of funding used to finance or refinance the project, and any recommendations the Financing Authority may have to improve the financing of transportation infrastructure. This information is to be included in the Commission's Annual Report to the Legislature. Since enactment of this legislation, the Financing Authority has not received a formal request to finance or refinance a project.



PROJECT DELIVERY

ADVANCE MITIGATION

Advance mitigation for transportation projects can address potential future environmental compensatory mitigation needs in a way that provides better ecological, economic, and overall project delivery outcomes. Senate Bill 1 (Beall, Chapter 5, Statutes of 2017) The Road Repair and Accountability Act of 2017, required that commencing with Fiscal Year 2017-18, and over a four-year period, a total of \$30 million dollars would be set aside each year. This set aside would provide Caltrans a total of \$120 million dollars to conduct an Advance Mitigation Program, with the intent for it to become self-sustaining.

California Streets and Highways Code section 800.7 requires Caltrans to submit an annual report on the program to the Commission. These reports are intended to provide the Commission with information on the financial activity in the Advance Mitigation Account, the transportation projects that have purchased mitigation credits from the Advance Mitigation Program, and the amount, type and location of mitigation credits that the Advance Mitigation Program has made available to transportation projects. Caltrans staff has also provided an update each year at a Commission meeting.

In Fiscal Year 2023-2024, the Advance Mitigation Program finalized Regional Advance Mitigation Needs Assessments, nominated and scoped advance mitigation projects statewide, funded credit purchases through the Advance Mitigation Account, documented credit transfers to benefitting transportation projects, and identified advance mitigation planning resource needs for the next fiscal year. The Advance Mitigation Program finalized five Regional Advance Mitigation Needs Assessments,

bringing the total number of Regional Advance Mitigation Needs Assessments to 16. The number of advance mitigation projects being proposed and approved for funding increased, from 9 funded projects to 13 by the end of the reporting period. Roughly 80 percent of the funds in the Advance Mitigation Account had been approved for funding advance mitigation projects. The Advance Mitigation Program successfully completed a credit purchase within District 6 to purchase 7.38 acres of aquatic resource credits from the Sacramento Corps In-Lieu Fee Program, and successfully transferred 1.17 credit acres to six Caltrans District transportation projects to satisfy regulatory permit requirements in this reporting period. The Advance Mitigation Program will continue to acquire mitigation credits and apply them to transportation projects.

In Fall 2023, the Advance Mitigation Program staff met with all Districts to plan their potential need for Regional Advance Mitigation Needs Assessments, Project Initiation Proposals, and Project Initiation Documents for Fiscal Year 2024-2025. The Advance Mitigation Program identified up to eight new Advance Mitigation Program funded projects, three additional Regional Advance Mitigation Needs Assessments, and two Regional Advance Mitigation Needs Assessment amendments.

DESIGN-BUILD

Design-build is a project delivery system used in the construction industry in which the design and construction services are contracted by a single entity. Assembly Bill 401 (Daly, Chapter 586, Statutes of 2013) superseded prior design-build legislation to provide Caltrans and local transportation entities the authority to use the design-build project delivery method. Assembly Bill 401 authorized 10 design-build projects for Caltrans over a 10-year period from 2014 to 2024 and granted unlimited design-build authority on projects on the State Highway System sponsored by local transportation entities. Assembly Bill 1499 (Daly, Chapter 212, Statutes of 2021) extended the 10-year period authorization period for Caltrans through 2034 and also requires Caltrans to submit a report to the Legislature on or before January 1, 2033, on its experience with the use of the design-build method of procurement, including relative costs and time to complete projects.

As of June 2024, Caltrans has six projects in its design-build program authorized by Assembly Bill 401. These six projects are listed in Table 5. Local transportation agencies have also continued to utilize their unlimited design-build authority to deliver projects on the State Highway System.

Table 5: Design-Build Projects Authorized under Assembly Bill 401

Project	Scope	Construction Cost* (in millions)	Status
US 50 Multimodal Corridor Enhancement and Rehabilitation Project	Construct HOV lanes and rehabilitate US 50 in Sacramento	\$388	In construction
Riv-10 Pavement Rehabilitation	Pavement rehabilitation	\$188	In construction
I-405 Improvement Project	Pavement rehabilitation and operational improvements	\$216	In construction
District 4 Replace Traffic Management System Devices	Replace traffic management system devices throughout District 4	\$47	In procurement
Construct/Upgrade Pedestrian Facilities (Americans with Disabilities Act Compliance)	Improve pedestrian accessibility and Americans with Disabilities Act compliance at various locations	\$24	In construction
District 8 Maintenance Building	Maintenance building	\$22	In suspension (termination in progress)

*Construction cost for projects in construction are the awarded amount to Design-Build contractor.

CONSTRUCTION MANAGER GENERAL CONTRACTOR

The Construction Manager General Contractor contracting method is a two-step process in which an agency enters into a pre-construction services agreement with a contractor but remains the engineer of record and utilizes the contractor as a construction manager during the design process to leverage the contractor's construction expertise, means, and methods to optimize project cost and schedule. The incorporation of the construction manager on the project delivery team, especially during constructability reviews, is a tool for identifying and mitigating project risks prior to entering the construction phase of a project. At a mutually agreed point in the design phase, the agency and the construction manager negotiate the price to construct the project, and an independent estimating team confirms this price is reasonable. After an agreement has been reached, the two parties enter into a construction agreement, the construction contract is awarded, and the construction manager becomes the general contractor for the project. If they cannot reach an agreement on the price, the Construction Manager General Contractor is relieved of their duties and the standard design-bid-build contracting process commences.

Assembly Bill 2498 (Gordon, Chapter 752, Statutes of 2012) authorized Caltrans to use the Construction Manager General Contractor project delivery tool for six projects as a pilot program, and the Commission subsequently incorporated provisions specific

to the contracting method in its program guidelines. As of June 2024, all six projects authorized as a pilot program under the Assembly Bill 2498 legislation have either been completed or are currently in construction. The status of these projects is outlined in Table 6.

Table 6: Construction Manager General Contractor Projects Authorized Under Assembly Bill 2498

Project	Scope	Construction Cost* (in millions)	Status
Interstate 5 North Coast Corridor	HOV lanes and rail	\$753	Construction (Work Packages)
Mariposa State Route 140 - Ferguson Slide Restoration	Slide restoration	\$269	Construction (Work Packages)
Bay Bridge Demolition	Bridge demolition	\$186	Complete
State Route 58 Kramer Junction Widening and Realignment	Widening and realignment	\$182	Complete
Fresno State Route 99 Realignment	Realign State Route 99 to accommodate high-speed rail	\$162	Complete
Interstate 215 at Barton Road Interchange Reconstruction	Interchange reconstruction	\$49	Complete

*Construction cost for completed projects is the final construction amount paid to the contractor. For projects still in construction, construction cost is an estimate to complete construction.

More recent legislation expanded Caltrans' authority for Construction Manager General Contractor project delivery. Assembly Bill 2126 (Mullin, Chapter 750, Statutes of 2016) authorized Caltrans to use Construction Manager General Contractor on up to six additional projects, and Assembly Bill 115 (Committee on Budget, Chapter 20, Statutes of 2017) authorized Caltrans to use the project delivery method on up to ten additional projects. Senate Bill 1262 (Beall, Chapter 465, Statutes of 2018) removed the limit on the number of authorized Construction Manager General Contractor projects for Caltrans, while also requiring interim and final reports that comprehensively assess the effectiveness of the project delivery method relative to project cost and time savings. Projects authorized under Assembly Bill 2126, Assembly Bill 115, and Senate Bill 1262 are listed in Table 7.

Table 7: Construction Manager General Contractor Projects Authorized Under Assembly Bill 2126, Assembly Bill 115, and Senate Bill 1262

Project	Scope	Construction Cost* (in millions)	Status
Mendocino 1 Albion River Bridge Replacement	Replacement and rehabilitation of bridges	\$52	Pre-Construction
Yreka Rehabilitation	Pavement rehabilitation and accessibility improvements	\$64	Construction
Sacramento River Bridge Deck Replacement and Dunsmuir Gap	Rehabilitate Sacramento River Bridge and Overhead and rehabilitate pavement on Northbound Interstate 5	\$141	Construction
Sacramento State Route 99 Cosumnes River Bridges	Replacement and rehabilitation of bridges	\$150	Complete
Yuba State Route 70 Binney Junction Roadway Rehabilitation and Complete Streets	Roadway rehabilitation and operational improvements	\$101	Construction (Work Packages)
Sacramento State Route 51 American River Bridge Rehab	Replace bridge deck	\$201	Construction (Work Packages)
Nevada Interstate 80 Acid Flat Bridge Replacement	Replace bridge	\$50	Pre-Construction
Interstate 80/Interstate 680/State Route 12 Interchange Package 2A	Interchange connection	\$60	Complete
State Route 101 Managed Lanes	High Occupancy Toll lanes	\$385	Complete
Westbound Interstate 80 Cordelia Truck Scales	Replace the existing Cordelia Commercial Vehicle Enforcement Facility	\$155	Pre-Construction
SM-82/El Camino Real Roadway Rehab/Sidewalk ADA Upgrade Project	Pavement rehabilitation and accessibility improvements	\$95	Pre-Construction
SF-80 & SF 101 Bridge Bridge Rehabilitation of Central and Bayshore Viaducts	Rehabilitation of viaducts	\$34	Pre-Construction
Saratoga Creek Bridge Rehabilitation	Bridge rehabilitation	\$12	Construction

Project	Scope	Construction Cost* (in millions)	Status
Scofield Retrofit	Retrofit Scofield Ave undercrossing	\$16	Complete
Alameda Interstate 80 University Avenue	Increase vertical clearance	\$160	Pre-Construction
Open Road Tolling Gantries and Toll Plaza Reconfiguration	Convert toll operations to ORT system	\$73	Pre-Construction
Santa Barbara US 101 High Occupancy Vehicle Lanes	High Occupancy Vehicle lanes	\$706	Construction (Work Packages)
San Luis Obispo State Route 46 Corridor Improvements	Construct a 4-lane divided expressway	\$568	Construction (Work Packages)
Fresno 99 Rehabilitation	State Route 99 Rehabilitation from El Dorado Street to Clinton Avenue Project	\$257	Pre-Construction
Ventura State Route 1 Slope Restoration	Permanent slope restoration	\$43	Construction
Los Angeles Interstate 405 San Gabriel River Bridge Scour Mitigation	Bridge scour mitigation	\$19	Pre-Construction
Los Angeles Interstate 210 Hinge Replacement	Reconstruct hinge diaphragms	\$17	Construction
Interstate 405 Active Transportation Management and Integrated Corridor Management	Rehabilitate and upgrade transportation management systems	\$30	Pre-Construction
Vincent Thomas Bridge Deck Rehabilitation	Replace the bridge deck	\$628	Pre-Construction
Stockton Channel Viaduct Bridge Rehabilitation	Bridge rehabilitation	\$482	Pre-Construction
San Dieguito Lagoon Restoration	Restore wetlands of adjacent San Dieguito Lagoon	\$66	Construction
San Diego Interstate 5 State Highway Operation and Protection Program Asset Management	Roadway rehabilitation and corridor improvements	\$76	Pre-Construction
State Route 78 SHOPP Asset Management Project	Restore anchor assets and multiple satellite asset facilities	\$104	Pre-Construction

*Construction cost for completed projects is the final construction amount paid to the contractor. For all other projects listed, the cost is an estimate at this point in time for the respective phase of project delivery.

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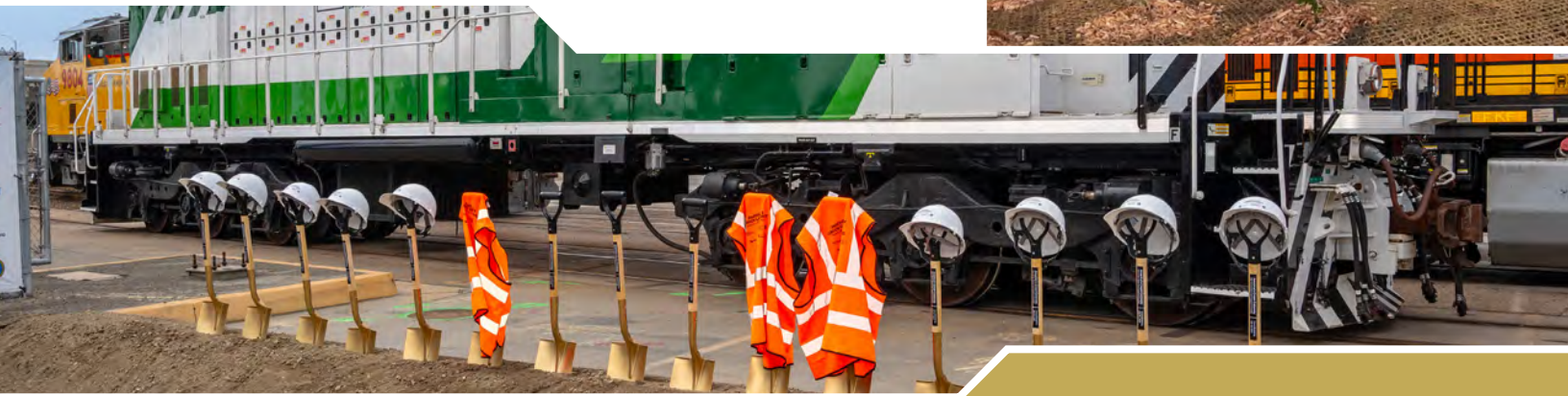


2024

ANNUAL REPORT

TO THE CALIFORNIA LEGISLATURE

RECOMMENDATIONS & ACCOMPLISHMENTS



CALIFORNIA
TRANSPORTATION
COMMISSION

California Transportation Commission
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MEMORANDUM

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 5-6, 2024

From: STEVEN KECK, Chief Financial Officer

Reference Number: 4.2, Information Item

Prepared By: Keith Duncan, Chief
Division of Budgets

Subject: **BUDGET AND ALLOCATION CAPACITY UPDATE**

SUMMARY:

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

BACKGROUND:

As of October 31, 2024, the Commission has allocated approximately \$2.8 billion toward 313 projects in Fiscal Year 2024-25. Adjustments totaled approximately negative \$5 million, leaving approximately \$9.5 billion (78 percent) in remaining allocation capacity.

2024-25 Capital Allocations vs. Capacity Summary through October 31, 2024 (\$ in millions)										
	SHOPP	STIP	AERO	LPP	SCCP	TCEP	ATP	TIRCP	BONDS	TOTAL
Allocation Capacity	\$5,392	\$811	\$4	\$401	\$390	\$877	\$1,157	\$3,166	\$66	\$12,263
Total Votes	2,317	161	3	4	0	133	44	99	0	2,761
Authorized Changes ¹	-5	0	0	0	0	0	0	0	0	-5
Remaining Capacity	\$3,080	\$650	\$1	\$397	\$390	\$744	\$1,113	\$3,067	\$66	\$9,508

Notes: Amounts may not sum to totals due to independent rounding.

¹ Authorized changes include project increases and decreases through September 30, 2024, pursuant to the Commission's G-12 process and project rescission.

² Total Votes include \$82,286,000 in Supplemental allocations through October 31, 2024.

"Provide a safe and reliable transportation network that serves all people and respects the environment."

Through September 30, 2024, 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 experienced a net decrease of \$170,400 of the programmed amount due to one project with a total value of \$450,000. The SHOPP experienced a net decrease of approximately \$5 million of the programmed amount. This is the result of a net increase of approximately \$33 million to 32 projects with a total value of \$500 million and a net decrease of approximately \$38 million to 30 projects with a total value of \$443 million. The STIP and SHOPP experienced a net decrease of approximately \$5 million of the programmed amounts. This is the result of a net increase of approximately \$33 million to 32 projects with a total value \$500 million and a net decrease of approximately \$39 million to 31 projects with a total value of \$444 million. In addition, the Commission has approved supplemental allocations totaling approximately \$82 million through October 31, 2024.

*“Provide a safe and reliable transportation network that
serves all people and respects the environment.”*

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: December 5-6, 2024

From: TANISHA TAYLOR, Executive Director

Reference Number: 4.3, Information

Prepared By: Jaeden Gales
Staff Services Manager

Published Date: November 22, 2024

Subject: Hearing on the 2025 Active Transportation Program – Statewide and Small Urban and Rural Components

Summary:

The purpose of this public hearing is to take final comment on the staff recommendations for the 2025 Active Transportation Program Statewide and Small Urban and Rural components prior to the California Transportation Commission's (Commission) adoption of the program of projects under Reference Number 4.4.

Statewide Component: Staff recommends 9 projects for funding, totaling \$84.3 million in Active Transportation Program funding and valued at approximately \$110.5 million. This includes:

- \$84.3 million (100 percent of available funding) for 9 projects benefitting disadvantaged communities.
- \$44.3 million (55 percent of available funding) for 5 Safe-Routes-to-School projects.

Small Urban and Rural Component: Staff recommends 4 projects for funding, totaling \$16.8 million in Active Transportation Program funding and valued at approximately \$59.6 million. This includes:

- \$16.8 million (100 percent of available funding) for 4 projects benefitting disadvantaged communities.
- \$8.8 million (50 percent of available funding) for 2 Safe-Routes-to-School projects.

The recommendations include a broad spectrum of projects that will increase walking and biking, improve the safety and mobility of non-motorized users, and enhance public health.

Examples include:

- **Big Pine Paiute Tribe of the Owens Valley – Big Pine Paiute Tribal Active Transportation Plan (\$0.25 million):** This project will develop a comprehensive active transportation plan for the Big Pine Paiute Reservation, which is bisected by U.S. 395. The community has little active transportation infrastructure and residents face major challenges accessing the community without a motorized vehicle. The plan will identify infrastructure improvements including installing sidewalks, ADA compliant curb ramps, bicycle lanes, pedestrian and bicycle crossings, improved street lighting, and a newly established all-electric shuttle service for high-use routes.
- **City of Inglewood – Westchester/Veterans Station Multimodal Connection Project (\$7.6 million):** This project will provide active transportation improvements for the Westchester/Veterans Station including a separated Class IV bikeway and pedestrian pathway to close the accessibility gap for residents traveling east-west to access the light-rail station. This community, of 16,000, faces some of the highest pollution burdens in the state. Other project elements include high-visibility crosswalks, ADA-compliant access ramps, sidewalk improvements, landscaping, new guardrail to separate the active transportation pathway and the light-rail track, leading pedestrian interval signal timings, a new traffic signal, and stormwater management best practices.
- **Mendocino County – Covelo/Round Valley Safe Routes to School (\$6.1 million):** This project provides safe, direct connections between intersections and crossings to and from multiple schools (Round Valley High School, Round Valley Elementary/Middle School, Eel River Charter School and Round Valley Continuation), community and activity centers, the library, the post office, residences, and other businesses and commercial areas that are frequented by students and other community members. It will connect to the new multi-use path along State Route 162, allowing connection from the town center to Tribal Health, Tribal offices, and community amenities. This is a community where the median household income is below the statewide average, 92.2% of students across all four schools qualify for free or reduced-price meals, and where there is a high level of obesity and heart disease.
- **City of Visalia – Highland Community Connectivity Project (\$5.4 million):** This project is intended to improve the existing multi-modal transportation infrastructure within the Highland Elementary School boundary. This is an older, historic community, within the City of Visalia that is bifurcated by State Route 63 where cars travel up to 50 miles per hour. The community needs improved pedestrian and bicycle facilities with an emphasis on traffic calming to accommodate walking and biking within the community. This project will incorporate infrastructure that will slow down vehicles, shorten crossing distances for pedestrians and bicyclists, and beautify the local streets to make them more accommodating to non-vehicular users.

The recommended projects will construct a broad range of active transportation infrastructure, including nearly 10.6 miles of new or improved sidewalks, over 11 miles of new multi-use trails, and over 11 miles of new bikeways. Other examples of improvements include:

- Enhanced crosswalks, with features that improve safety and visibility, such as median refuge islands, curb extensions, rectangular rapid flashing beacons, and lighting.
- Improved sidewalks that are compliant with the Americans with Disabilities Act of 1990 (ADA).
- Intersection improvements, such as pedestrian hybrid beacons, raised intersections, and shortened crosswalks.
- Streetscape amenities, such as benches, landscaping, and shade trees.
- Traffic calming features, such as traffic circles and road diets.
- Non-infrastructure programs such as promoting new biking and walking facilities, educating community members on biking safety, providing resources such as helmets and bike locks, and in-class presentations at local schools to promote walking and biking safety.

Funding Award Tie Breaker Necessary

The Active Transportation Program uses a sequential project selection process based on the scores the project applications received during the evaluation process. The project recommendation scoring threshold was 96 points for the Statewide component. There is not sufficient funding to fully fund all three projects that achieved this scoring threshold. Therefore, consistent with the 2025 Active Transportation Program Guidelines, Commission staff used a secondary ranking system to determine which projects to recommend. This secondary ranking consisted of first prioritizing project readiness and then prioritizing projects that scored the highest on Question 2 of the application – Potential for Increased Walking and Biking. The results of the secondary ranking system are as follows:

- The Los Angeles County Public Works' West Rancho Dominguez Walks: Providing Safer Access to Schools/Parks project placed first in the secondary ranking system.
- The Stanislaus Council of Governments' Church Street Mobility Enhancement project placed second in the secondary ranking system.
- The City of Stockton's Citywide Stockton Bicycle-Pedestrian Connectivity Project – W. 8th St./Manthey Rd./Houston Ave. Phase placed third in the secondary ranking system.

While sufficient funding is available to fully fund the Los Angeles County Public Works' request, there is not sufficient funding available to fully program the Stanislaus Council of Governments' \$7.795 million request. Therefore, staff recommends programming the remaining \$4.537 million in funding to the Stanislaus Council of Governments' project at this time. Commission staff will work with The Stanislaus Council of Governments to determine how the project can be delivered with the available funding. Funding is not available to program the City of Stockton's request.

The project recommendation scoring threshold was 95 points for the Small Urban and Rural component. Four projects went through the secondary ranking system, before the programming capacity was reached, to determine what order the projects would receive funding. The placements of the secondary ranking system are as follows:

- The Big Pine Paiute Tribe of Owens Valley's Big Pine Paiute Tribal Active Transportation Plan project placed first in the secondary ranking system.
- Mendocino County's Covelo/Round Valley Safe Routes to School project placed second in the secondary ranking system.
- Inyo County's Connecting Tecopa: Bicycle and Pedestrian Safety Corridor project placed third in the secondary ranking system.
- The City of Visalia's Goshen Visalia Corridor Connection project placed fourth in the secondary ranking system.
- The City of El Monte's Valley Boulevard Complete Street project placed fifth in the secondary ranking system.
- The City of Coachella's Connecting Coachella project placed sixth in the secondary ranking system.

There is sufficient funding to fully program the three highest ranked projects in the secondary ranking system. However, there is not sufficient funding available to fully program the City of Visalia's \$43.3 million request, so the project will be partially programmed with \$2.636 million in funding at this time. Commission staff will work with the City of Visalia to determine how the project can be delivered with the available funding. Funding is not available to program the City of El Monte's and the City of Coachella's requests.

Quick Build Recommendations

Under the 2025 Active Transportation Program Guidelines, the Commission has the discretion to fund several quick-build projects or none. None of the Quick-Build Project Program applications met the funding recommendation scoring threshold of 96 points for the Statewide component. Therefore, no quick-build projects are recommended for funding.

Programming Recommendations

The following table provides a summary of proposed programming recommendations. The funding amounts are represented in thousands:

Component	Projects	25-26	26-27	27-28	28-29	Total ATP Funding	Total Project Costs
Statewide	9	\$6,537	\$5,224	\$42,431	\$30,158	\$84,350	\$110,534
Small Urban and Rural	4	\$1,562	\$2,512	\$0	\$12,796	\$16,870	\$59,609

Needs Surpass Available Funding

The Commission received \$2.5 billion in funding requests for 277 projects for the 2025 program cycle – about 15 times the available funding. Staff recommendations include the fewest recommended projects of any Active Transportation Program cycle to date. In addition to the limited available funding, the Program's continued oversubscription means hundreds of high-quality, urgently needed projects are not recommended for funding, highlighting the continued unmet demand for active transportation improvements around the state.

Projects not selected in the Statewide component that are located in one of the ten large Metropolitan Planning Organizations will be considered for funding through the applicable Metropolitan Planning Organization component, which has \$67,480,000 available in funding.

Background:

The Active Transportation Program was created by Senate Bill 99 (Committee on Budget and Fiscal Review, Chapter 359, Statutes of 2013) and Assembly Bill 101 (Committee on Budget, Chapter 354, Statutes of 2013) to encourage increased use of active modes of transportation, such as biking and walking. Senate Bill 1 (Beall, Chapter 5, Statutes of 2017) directs additional funding from the Road Maintenance and Rehabilitation Account to the Active Transportation Program. Along with the program's overall purpose of encouraging walking and biking, the program aims to increase the share of walking and biking trips, increase safety and mobility for non-motorized users, help regional agencies achieve greenhouse gas reduction goals, enhance public health, ensure that disadvantaged communities fully share in program benefits, and provide a broad spectrum of projects to benefit many types of active transportation users.

In November 2023, the California Transportation Commission (Commission) began the process of developing the 2025 Active Transportation Program Guidelines. The Commission held 10 workshops on topics related to revising and updating the guidelines, applications, and scoring rubrics. Additionally, the Commission held 10 regionally focused workshops centered on program education and technical assistance, as well as 122 in person and virtual site visits. During the site visits, Commission staff toured 175 potential projects and provided tailored technical assistance to prospective applicants.

In March 2024, the Commission established the 2025 Active Transportation Program as a four-year (fiscal years 2025-26 through 2028-29) program with \$568.7 million in programming capacity. However, the Budget Act of 2024, signed into law on June 29, 2024, included a \$400 million reduction to the \$1.049 billion one-time funding augmentation from the General Fund to the Active Transportation Program appropriated in the 2022 California State Budget. In order to maintain the funding commitments to the 2023 Program, it was necessary to reduce the funding available to the 2025 Active Transportation Program by \$400 million, leaving the current capacity at \$168.7 million. The budget agreement stipulates that the \$400 million may be restored through legislative action in future years.

Under Senate Bill 99 (Committee on Budget and Fiscal Review, Chapter 359, Statutes of 2013), Active Transportation Program funding is distributed into three components: the Statewide component (50 percent of the funds), the Small Urban and Rural component (10 percent of the funds), and the large Metropolitan Planning Organization component (40 percent of the funds). The Commission released staff recommendations for the Statewide and Small Urban and Rural components on November 1, 2024. The large Metropolitan Planning Organization component recommendations will be released in Spring 2025.

Development of Staff Recommendations

The Commission recruited 82 volunteer evaluators to score applications, who were divided into teams of two individuals. Each team reviewed six to seven applications and scored them based on the screening and evaluation criteria set forth in the Commission's adopted 2025 Active Transportation Program Guidelines. The evaluator teams consisted of active transportation stakeholders with a wide range of expertise from a variety of organizations, including local government agencies, regional transportation planning organizations, state agencies, and advocacy organizations.

Evaluators were required to attend a training session and sign a conflict-of-interest form. They were also provided with detailed scoring rubrics, score sheets, and program guidelines. Evaluator teams agreed on a consensus score for each question within each application and were required to provide constructive comments on all score sheets. Concurrently, Commission staff conducted validation score evaluations on applications, and Caltrans staff reviewed the applications for eligibility and deliverability. Once the evaluations were complete, Commission and Caltrans staff met with each evaluator team to discuss any scoring differences and significant technical issues.

The 2025 Active Transportation Program included a Quick-Build Project Program with up to \$7 million in funding available from the Statewide component. For quick-build projects, the evaluation team was comprised of Commission and Caltrans staff. Commission staff reviewed and scored the quick-build project applications individually based on the evaluation criteria set forth in Appendix D of the 2025 Active Transportation Program Guidelines. Caltrans staff reviewed the projects for quick-build eligibility and deliverability. Once individual evaluations were complete, the evaluation team held a meeting to reach a consensus on scores for each application by question and to discuss eligibility issues.

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: December 5-6, 2024

From: TANISHA TAYLOR, Executive Director

Reference Number: 4.4, Action

Prepared By: Jaeden Gales
Staff Services Manager

Published Date: November 22, 2024

Subject: Adoption of 2025 Active Transportation Program – Statewide and Small Urban and Rural Components, Resolution G-24-76

Recommendation:

Staff recommends that the California Transportation Commission (Commission) adopt the 2025 Active Transportation Program – Statewide and Small Urban and Rural components, in accordance with the attached resolution and staff recommendations.

Issue:

Staff recommends the Commission adopt the proposed 2025 Active Transportation Program – Statewide and Small Urban and Rural components in accordance with Staff Recommendations presented under Reference No. 4.3. The staff recommendations were made available to the Commission, the California Department of Transportation, regional agencies, local agencies, and other interested stakeholders on November 1, 2024. The Commission held a hearing to receive public comment on December 5, 2024 under Reference Number 4.3. The 2025 Active Transportation Program includes \$168.7 million in funding, with 50% to the Statewide component, 40% to the MPO (Metropolitan Planning Organizations) component, and 10% to the Small Urban & Rural component.

The Statewide Component includes 9 projects for funding, totaling \$84.35 million in Active Transportation Program funding and valued at approximately \$110.5 million, as shown in Attachment B.

The Small Urban and Rural Component includes 4 projects for funding, totaling \$16.8 million in Active Transportation Program funding and valued at approximately \$59.6 million, as shown in Attachment B.

Background:

The Active Transportation Program's main purpose is to encourage increased use of active modes of transportation, such as biking and walking. In addition, the program aims to increase the share of walking and biking trips, increase safety and mobility for non-motorized users, help regional agencies achieve greenhouse gas reduction goals, enhance public health, ensure that disadvantaged communities fully share in program benefits, and provide a broad

spectrum of projects to benefit many types of active transportation users. The new cycle of Active Transportation Program funding occurs every two years with four years of funding per cycle.

Attachments:

- Attachment A: Resolution G-24-76
- Attachment B: 2025 Active Transportation Program – Statewide Component and Small Urban & Rural Component Staff Recommendation

CALIFORNIA TRANSPORTATION COMMISSION
Adoption of the 2025 Active Transportation Program
Statewide and Small Urban and Rural Components

RESOLUTION G-24-76

- 1.1 **WHEREAS**, Streets and Highways Code Section 2384 requires the California Transportation Commission (Commission) adopt a program of projects to receive allocations under the Active Transportation Program; and
- 1.2 **WHEREAS**, the Commission must adopt a program of projects for the Active Transportation Program at least every two years, with each program covering four fiscal years; and
- 1.3 **WHEREAS**, the 2025 Active Transportation Program Guidelines were adopted on March 22, 2024; and
- 1.4 **WHEREAS**, the guidelines describe the policies, standards, criteria, and procedures for the development and management of the 2025 Active Transportation Program funding cycle; and
- 1.5 **WHEREAS**, the 2025 Active Transportation Program Fund Estimate was adopted on March 22, 2024, providing over \$568 million in Active Transportation Program programming capacity for fiscal years 2025-26 through 2028-29; and
- 1.6 **WHEREAS**, the Budget Act of 2024, signed into law on June 29, 2024, includes a \$400 million reduction to the \$1.049 billion one-time funding augmentation from the General Fund to the Active Transportation Program appropriated in the 2022 California State Budget; and
- 1.7 **WHEREAS**, the Commission adopted the Amendment to the 2025 Active Transportation Program Guidelines on August 16, 2024; and
- 1.8 **WHEREAS**, the Amendment to the 2025 Active Transportation Program Guidelines outlines the policies and procedures for managing the \$400 million reduction to the 2025 Active Transportation Program; and
- 1.9 **WHEREAS**, the Commission amended the 2025 Active Transportation Program Fund Estimate on August 16, 2024; and
- 1.10 **WHEREAS**, the Amended 2025 Active Transportation Program Fund Estimate provides over \$168 million in programming capacity to the 2025 Active Transportation Program, to be apportioned to the Statewide (50 percent), Small Urban and Rural (10 percent), and Metropolitan Planning Organization (40 percent) components in fiscal years 2023-24 through 2026-27; and
- 1.11 **WHEREAS**, pursuant to Streets and Highway Code Section 2382 subdivision (c), no less than 25 percent of overall program funds must benefit disadvantaged communities during each program cycle; and

- 1.12 **WHEREAS**, the staff recommendations conform to the 2025 Active Transportation Program Guidelines and other statutory requirements for the Active Transportation Program; and
- 1.13 **WHEREAS**, the Commission considered the staff recommendations and public testimony at its December 5-6, 2024, meeting.
- 2.1 **NOW THEREFORE BE IT RESOLVED**, that the Commission adopts the 2025 Active Transportation Program Statewide and Small Urban & Rural components, as indicated in Attachment B; and
- 2.2 **BE IT FURTHER RESOLVED**, that having a project included in the adopted 2025 Active Transportation Program Statewide and Small Urban and Rural components is not an 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 a project included in the adopted 2025 Active Transportation Program must comply with the Active Transportation Program Guidelines; and
- 2.4 **BE IT FURTHER RESOLVED**, that the project amounts approved for funding shall be considered as a “not to exceed amount” and that any increases in cost estimates beyond the levels reflected in the adopted program are the responsibility of the appropriate agency; and
- 2.5 **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
- 2.6 **BE IT FURTHER RESOLVED**, that staff, in consultation with the California Department of Transportation, is authorized to make further technical changes in cost, schedules, and descriptions for projects in the 2025 Active Transportation Program Statewide and Small Urban & Rural components in order to reflect the most current information, or to clarify the Commission’s programming commitments, and shall request Commission approval of any substantive changes; and
- 2.7 **BE IT FURTHER RESOLVED**, that the Commission directs staff to post the 2025 Active Transportation Program of projects on the Commission’s website.

California Transportation Commission
2025 Active Transportation Program
Statewide Component
Staff Recommendations (\$1,000s)

CTC Application ID	Project Title	County	Total Project Cost	ATP Funding	25-26	26-27	27-28	28-29	PA&ED	PS&E	RW	CON	CON-NI	Project Type	DAC	SRTS	Final Score
5-Salinas, City of-1	John Street/Williams Road Safe Routes to Schools Project and Programming	Monterey	\$ 9,955	\$ 7,954	\$ 1,650	\$ 550	\$ 5,754	\$ -	\$ 150	\$ 500	\$ 50	\$ 5,754	\$ 1,500	Infrastructure + Non-Infrastructure - Medium	Yes	Yes	100
6-Madera, City of-1	Madera Citywide Safe Routes to School	Madera	\$ 7,756	\$ 6,201	\$ -	\$ -	\$ 6,201	\$ -	\$ -	\$ -	\$ -	\$ 6,201	\$ -	Infrastructure - Medium	Yes	Yes	99.5
6-Visalia, City of-2	Highland Community Connectivity Project	Tulare	\$ 7,194	\$ 5,470	\$ 520	\$ -	\$ -	\$ 4,950	\$ -	\$ -	\$ -	\$ 4,950	\$ 520	Infrastructure + Non-Infrastructure - Medium	Yes	Yes	98
3-Grass Valley, City of-1	Wolf Creek Community and Connectivity Project	Nevada	\$ 16,300	\$ 12,990	\$ 195	\$ 1,700	\$ -	\$ 11,095	\$ 195	\$ 1,350	\$ 350	\$ 11,095	\$ -	Infrastructure - Large	Yes	No	98
7-San Gabriel Valley Council of Governments-1	Safe Paths Pomona: At-Grade Pedestrian and Bike Safety	Los Angeles	\$ 26,158	\$ 20,162	\$ 8	\$ 2,001	\$ 18,153	\$ -	\$ 8	\$ 1,701	\$ 300	\$ 18,153	\$ -	Infrastructure - Large	Yes	Yes	97.5
7-Inglewood, City of-1	Westchester/Veterans Station Multimodal Connection Project	Los Angeles	\$ 9,013	\$ 7,656	\$ 1,539	\$ -	\$ 6,117	\$ -	\$ -	\$ -	\$ 1,539	\$ 6,117	\$ -	Infrastructure - Medium	Yes	No	97
6-Visalia, City of-4	Beyond Bike Lanes - Elevating Santa Fe Street	Tulare	\$ 14,424	\$ 11,390	\$ 520	\$ -	\$ -	\$ 10,870	\$ -	\$ -	\$ -	\$ 10,870	\$ 520	Infrastructure + Non-Infrastructure - Large	Yes	No	96.5
7-Los Angeles County-1	West Rancho Dominguez Walks: Providing Safer Access to Schools/Parks	Los Angeles	\$ 9,990	\$ 7,990	\$ 1,784	\$ -	\$ 6,206	\$ -	\$ 512	\$ 792	\$ 480	\$ 6,206	\$ -	Infrastructure - Medium	Yes	No	96
10-Stanislaus Council of Governments-1 [‡]	Church Street Mobility Enhancement Project	Stanislaus	\$ 9,744	\$ 4,537	\$ 321	\$ 973	\$ -	\$ 6,501	\$ 321	\$ 733	\$ 240	\$ 6,501	\$ -	Infrastructure - Medium	Yes	Yes	96
			\$ 110,534	\$ 84,350													

Notes
‡Stanislaus Council of Governments requested \$7,795 for the Church Street Mobility Enhancement Project. However, only \$4,537 in programming capacity remains in the the Statewide component. Commission staff will work with the applicant to determine if the project can be delivered with the available ATP funding.

Abbreviations, Acronyms, and Initialisms	
CON:	Construction phase
DAC:	Project benefits a disadvantaged community
NI:	Non-infrastructure
PA&ED:	Project Approval & Environmental Document phase
PS&E:	Plans, Specifications & Estimates phase
R/W:	Right-of-way phase
SRTS:	Safe Routes to School project

California Transportation Commission
2025 Active Transportation Program
Small Urban and Rural Component
Staff Recommendations (\$1,000s)

CTC Application ID	Project Title	County	Total Project Cost	ATP Funding	25-26	26-27	27-28	28-29	PA&ED	PS&E	RW	CON	CON-NI	Project Type	DAC	SRTS	Final Score
9-Big Pine Paiute Tribe of the Owens Valley-1	Big Pine Paiute Tribal Active Transportation Plan	Inyo	\$ 251	\$ 251	\$ 251	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 251	Plan	Yes	No	95
1-Mendocino County-1	Covelo/Round Valley Safe Routes to School	Mendocino	\$ 6,181	\$ 6,181	\$ 220	\$ 880	\$ -	\$ 5,081	\$ 220	\$ 880	\$ -	\$ 5,081	\$ -	Infrastructure - Medium	Yes	Yes	95
9-Inyo County-1	Connecting Tecopa: Bicycle and Pedestrian Safety Corridor	Inyo	\$ 9,877	\$ 7,802	\$ 791	\$ 1,632	\$ -	\$ 5,379	\$ 791	\$ 618	\$ 1,014	\$ 5,379	\$ -	Infrastructure - Medium	Yes	No	95
6-Visalia, City of-3 [‡]	Goshen Visalia Corridor Connection Project	Tulare	\$ 43,300	\$ 2,636	\$ 300	\$ -	\$ -	\$ 34,308	\$ -	\$ -	\$ -	\$ 34,308	\$ 300	Infrastructure + Non-Infrastructure - Large	Yes	Yes	95
			\$ 59,609	\$ 16,870													

Notes
‡The City of Visalia requested \$34,608,000 for the Goshen Visalia Corridor Connection Project. However, only \$2,636 in programming capacity remains in the Small Urban and Rural component. Commission staff will work with the applicant to determine if the project can be delivered with the available ATP funding.

Abbreviations, Acronyms, and Initialisms	
CON:	Construction phase
DAC:	Project benefits a disadvantaged community
NI:	Non-infrastructure
PA&ED:	Project Approval & Environmental Document phase
PS&E:	Plans, Specifications & Estimates phase
R/W:	Right-of-way phase
SRTS:	Safe Routes to School project

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: December 5-6, 2024

From: Tanisha Taylor, Executive Director

Reference Number: 4.15, Information

Prepared By: Matthew Yosgott,
Deputy Director

Published Date: November 22, 2024

Subject: Draft 2024 Climate Action Plan for Transportation Infrastructure: CTC Actions

Summary:

Darwin Moosavi, Deputy Secretary for Environmental Policy and Housing Coordination at the California State Transportation Agency (CalSTA), will provide a presentation on the Draft 2024 Climate Action Plan for Transportation Infrastructure (CAPTI) Actions and Descriptions. This presentation will build upon the presentation provided at the Joint CTC-CARB-HCD Meeting on November 7th 2024 and focus on actions where CTC plays a lead role in implementation.

In May 2024, CalSTA began developing a list of new CAPTI actions and descriptions to be added to its original 2021 CAPTI document. CalSTA developed the draft actions and descriptions based on stakeholder feedback obtained in listening sessions held in the spring. Draft action concepts from those listening sessions were then presented for stakeholder feedback at public workshops held in September. CalSTA released a revised list of draft CAPTI actions and descriptions reflecting that feedback for additional public comment on November 1, 2024. The public comment period closes December 13, 2024.

The draft new CAPTI actions and descriptions can be found at https://calsta.ca.gov/-/media/calsta-media/documents/2024-11-01_capti_draft_actions_and_descriptions_a11y.pdf

Background:

Finalized by CalSTA in 2021, CAPTI responds to Governor Newsom's call to action in Executive Orders N-19-19 and N-79-20 by outlining strategies and actions to advance more sustainable, equitable, and healthy modes of transportation, such as walking, biking, transit, and rail, as well as accelerate the transition to zero-emission vehicle technology, while also maintaining the commitment made in Senate Bill 1 to a fix-it-first approach to transportation. Executive Order N-19-19 specifically called on CalSTA to leverage the annual discretionary transportation infrastructure funding in these programs:

- Active Transportation Program
- Interregional Transportation Improvement Program
- Local Partnership Program
- Solutions for Congested Corridors
- State Highway Operations and Protection Program
- Trade Corridor Enhancement Program
- Transit and Intercity Rail Capital Program

CAPTl identifies ten guiding principles and eight strategies which include 34 key actions of ongoing and needed changes to state transportation planning, project scoping, programming, and mitigation activities to align with the CAPTI Investment Framework. The CAPTI guiding principles can be viewed at: <https://calsta.ca.gov/-/media/calsta-media/documents/capti-july-2021-a11y.pdf>

CalSTA releases annual reports detailing progress implementing the original 34 key action items. CalSTA finalized the Second Annual Progress Report on January 29, 2024, which documents that all 34 have been completed or integrated into respective program guidelines to continue being implemented over the course of project selection. The second annual report is available at: <https://calsta.ca.gov/-/media/calsta-media/documents/capti-2023-annual-report-finalreport-ally.pdf>

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: December 5-6, 2024

From: ANTHONY SERNA,
CalSTA Policy Advisor for Rail and Transit

Reference Number: 4.20, Information

Published Date: November 22, 2024

Subject: Update on the 2024 Transit and Intercity Rail Capital Program Grant Awards

Summary:

On October 23, 2024, the California State Transportation Agency (CalSTA) announced the award of \$1,333,342,000 in Transit and Intercity Rail Capital Program (TIRCP) grants for 27 transformative transit and rail projects throughout California. With a total budget of \$10.28 billion consisting of federal, state, and local funding, the 27 projects will directly benefit disadvantaged communities and reduce greenhouse gas emissions by an estimated 4.319 million metric tons – the equivalent of taking more than 1 million gas-powered cars off the road.

The \$1.3 billion in competitive TIRCP awards follows more than \$2.2 billion distributed to regional agencies statewide earlier this summer on a formula basis pursuant to Senate Bill 125 (SB 125). These projects will leverage more than \$8.6 billion in matching local, federal, and other state funding. Funding for this award cycle was higher than originally estimated due to strong Cap-and-Trade auction proceeds.

Background:

The Transit and Intercity Rail Capital Program (TIRCP) was created by Senate Bill (SB) 862, modified by SB 9, along with additional funding provided through SB 1 to provide grants to fund transformative capital improvements that will modernize California's intercity, commuter, and urban rail systems and bus and ferry transit systems to reduce emissions of greenhouse gases by reducing congestion and vehicle miles traveled throughout California.

The goal of the TIRCP is to provide monies to fund transformative capital improvements related to intercity rail, bus, ferry, and rail transit systems and achieve the following goals:

- Reduce greenhouse gas emissions;
- Expand and improve rail service to increase ridership;
- Integrate the rail service of the state's various rail operations, including integration with the high-speed rail system; and
- Improve safety.

Since 2015, TIRCP has provided \$11.5 billion in funding to 153 projects.

Attachments:

- Attachment A: 2024 TIRCP Award List
- Attachment B: 2024 TIRCP Detailed Project Award Summary

Transit and Intercity Rail Capital Program 2024 Awards Cycle 7 Selected Projects

#	Agency	Project Title	Key Project Elements	TIRCP Funds Awarded	Total Project Cost
1	Bay Area Rapid Transit (BART)	North Berkeley Transit-Oriented Development (TOD) Mobility Enhancements Project	Transformation of the North Berkeley BART station with 739 residential units – half of which are dedicated to households earning up to 80% of the area median income. The project also enhances transportation options with electric vehicle charging stations, expanded bike parking, and improved pedestrian infrastructure, including wider sidewalks and protected bike lanes.	\$25,000,000	\$37,441,753
2	Capitol Corridor Joint Powers Authority (CCJPA)	Capitol Corridor Revamping Accessibility and Performance for the Corridor ID Program (Capitol Corridor RAPID Program)	Constructs 3 project components benefitting intercity and regional rail, bus service improvements, and active transportation connectivity. The Santa Clara Interlocking component will add a crossover just north of Santa Clara – University Station. The Agnew siding component will build 2,900 feet of new track, two No. 15 power turnouts, and signal improvements just south of Santa Clara – Great America Station. Together these will reduce delays for all trains and streamline special events service. The Sacramento Valley Station (SVS) – Railyards Western Connector component will connect the active transportation network around SVS with the growing Railyards District by extending Bercut Drive 350 feet to meet the SVS Westside Tunnel, and also include bus layover capacity for buses serving the station.	\$14,000,000	\$26,767,000
3	Central Contra Costa Transit Authority (CCCTA)	Solar Supported Zero Emission Vehicle Fleet and Service Modernization Project	Implements faster, better coordinated and more frequent County Connection service with 27 new zero emission vehicles powered by solar power. The project includes installing 90,000 square feet of solar panels on bus yard canopies and administrative facilities, alongside microgrid battery storage.	\$15,950,000	\$48,900,500

Transit and Intercity Rail Capital Program 2024 Awards

4	City of Irvine	Irvine CONNECT Clean Transit Service Project	Purchases 12 City-operated electric cutaway buses to renew the operation of the Irvine CONNECT service after it reaches the end of its pilot phase, with frequencies increasing to every 20 minutes from the 30-minute pilot service. The route enhances local and regional connections by servicing Irvine Train Station, which is key for regional connectivity.	\$4,427,000	\$6,542,787
5	City of Santa Monica	The POWER of Transportation: Clean Air, Access and Opportunity	Expands service on the Big Blue Bus, includes the procurement of 73 zero-emission buses for use on major routes, and purchases vehicle chargers, charger cabinets, and a canopy structure in the Big Blue Bus (BBB) yard upon which the electric bus charging dispensers will be mounted. Additionally, a permanent backup generator will be purchased for the infrastructure to support the new transit service that will be expanded on a key route to 10-minute or better peak frequency.	\$53,281,000	\$138,140,728
6	City of Sunnyvale	Sunnyvale Zero-Emission First-Mile Last-Mile (FMLM) Microtransit Project	Launches a new microtransit service with 9 zero-emission electric vehicles to provide regional, low-cost, on-demand transportation across a 19.2 square mile citywide zone, bridging the first-mile last-mile gap for residents and commuters in Sunnyvale.	\$4,179,000	\$8,358,000
7	Coast Rail Coordinating Council <i>(San Luis Obispo Council of Governments (SLOCOG) with Santa Barbara County Association of Governments (SBCAG), Santa Cruz County Regional Transportation Commission (SCCRTC), Transportation Agency for Monterey County (TAMC), Ventura County Transportation Commission (VCTC))</i>	Facilitating and Accelerating Service Transformations (FAST) on the Central Coast Program	Provides coordinated improvements along the Coast Line between Monterey and Santa Barbara Counties. The King City Multi Modal Transportation Center will establish a new rail station in downtown King City, including railroad siding upgrades and a staging area for National Guard service members connecting between the rail station and Fort Hunter Liggett by bus. Crossover and siding improvements near San Luis Obispo and Paso Robles stations will improve train reliability and operational flexibility for increased train service along the Central Coast. Finally, the Ortega Siding will be built between Santa Barbara and Carpinteria, enabling a seventh Pacific Surfliner roundtrip and improving overall corridor efficiency for both freight and passenger rail.	\$63,259,000	\$102,405,000

Transit and Intercity Rail Capital Program 2024 Awards

8	Foothill Transit	Intercity Connectors: More Riders, Less Mess, Happy Life!	Procurement of 30 zero-emission hydrogen fuel cell buses for Lines 187, 188, and a new Line 295. Line 295 will connect the new Metro A-Line light rail station with educational institutions. The project will implement Traffic Signal Priority for Line 188 and upgrade infrastructure on Line 187, improving 133 intersections to enhance transit connectivity and efficiency in the region.	\$16,891,000	\$45,347,060
9	Fresno Area Express (FAX)	Fresno Area Express (FAX) System Efficiency and Accessibility Improvement Project	Increases ridership on Church Avenue FAX service, constructs a new hydrogen fueling station, completes bus stop accessibility improvements, and conducts an on-demand improvement study. The Church Avenue Service Expansion will introduce a cross-town route with 17 ADA-accessible stops and active transportation upgrades, supported by the procurement of 12 new zero-emission buses. The H2 Facility and Fueling Station will facilitate this transition with sustainable practices. Additionally, up to 90 existing bus stops will be upgraded to ADA standards, and an On-Demand Improvement Study.	\$52,194,000	\$115,146,400
10	Golden Empire Transit District (GET)	GET Road to 2030	Implements a series of transformative transit improvements in Bakersfield, and the surrounding region. The project scope is aimed at increasing ridership, reducing GHG emissions, enhancing transit safety, and improving connectivity with high-speed rail. The project includes procurement of 15 zero-emission buses to increase BRT line frequency to 15 minutes and establish a commuter service with 3 additional zero-emission buses. Additionally, the project adds fare validators for credit card payments on buses and installs a hydrogen fueling station at GET's new operations facility. The Downtown Transit Plaza will be upgraded with additional bus bays, modern amenities, and 81 housing units, including retail and medical space on the ground floor and residential on the upper floors.	\$117,878,000	\$147,346,993

Transit and Intercity Rail Capital Program 2024 Awards

11	Humboldt Transit Authority (HTA)	Introducing 15-Minute Headway Intercity Express Service, Improving System Safety, Constructing Phase 1 North Coast Zero Emission Training Center, and Expanding Humboldt's Hydrogen Fleet	Procurement of five fuel cell electric buses (FCEBs) to launch the North Coast's first 15-minute headway intercity express service. The launch will feature new rebranded bus stops with real-time signage, lighting, and local art, supported by a marketing campaign. Additionally, HTA will construct Phase 1 of the North Coast Zero Emission Operator and Maintenance Training Center, which will include a classroom, training simulator, and zero-emission tools.	\$18,707,000	\$19,997,000
12	Imperial County Transportation Commission (ICTC)	Connecting Vulnerable Communities: Calexico East Port of Entry (POE) Intermodal Transportation Center (ITC) & System Improvements	Designs and constructs a new intermodal transportation center at the Calexico East Port of Entry and purchases four electric zero-emission vans to enhance public transit connections in Calexico and Imperial County. The site, currently an unofficial pickup/drop-off area, will feature passenger amenities like shade structures, benches, restrooms, and drinking fountains to improve safety and comfort. The electric vehicles will expand Imperial Valley Transit (IVT) service to the new station. The center will also provide bus bays for private transit, designated taxi areas, and vehicle pick-up/drop-off zones, promoting multimodal travel.	\$12,600,000	\$12,600,000
13	Los Angeles County Metropolitan Transportation Authority (LA Metro)	Southeast Gateway Line	Establishes a new light rail line connecting southeast LA County to downtown Los Angeles, extending from Artesia to Florence-Firestone, with future plans to reach Union Station. This project expands LA Metro's Cycle 3 TIRCP award with added components not initially included in their Cycle 3 award, including the construction of an additional, at-grade infill station at I-105, facilitating connections between the Southeast Gateway Line and Metro C Line.	\$231,000,000	\$7,167,000,000
14	Monterey-Salinas Transit (MST)	Travel Information and Promotion System (TIPS)	Procures and deploys a Content Management Systems (CMS) at key transit hubs, transit centers, vehicles and bus stop shelters. The CMS enables unified information sharing across kiosks and personal devices, while integrating a Tap-to-Pay open-loop contactless payment system and a demonstration rewards program for ridership.	\$1,160,000	\$6,955,000

Transit and Intercity Rail Capital Program 2024 Awards

15	North County Transit District with San Diego Association of Governments (NCTD and SANDAG)	LOSSAN Double Tracking and Bluff Stabilization	The project includes two critical upgrades: the Eastbrook to Shell Double-Tracking (ESDT) and the Del Mar Bluffs Stabilization Phase 5 Continuation (DMB5C). The ESDT will replace a 0.6-mile segment of single track with double track, including a new double-track bridge over the San Luis Rey River, creating a continuous 10.3-mile double track segment to improve operational flexibility and reduce delays. The DMB5C will install up to 128 soldier piles to stabilize the Del Mar Bluffs, reducing the risk of slope failure and enhancing safety and reliability for passengers and freight while minimizing landslide risks and improving stormwater management.	\$38,468,000	\$155,603,165
16	Orange County Transportation Authority (OCTA)	Coastal Rail Infrastructure Resiliency Project	Critical improvements to retain and increase ridership along a 7-mile coastal section of the LOSSAN Rail Corridor that has seen repeated closures over the past three years. The project includes four key areas: Area 1 and Area 2 will install 2-ton to 6-ton rock gradation and 50 feet of sand nourishment to combat erosion; Area 3 will extend a catchment wall and restore adjacent trail access; and Area 4 will install engineered rock revetment with sand nourishment, utilizing geotextile fabric for added protection.	\$125,000,000	\$313,243,000
17	Riverside County Transportation Commission (RCTC)	Mead Valley Metrolink Station/Mobility Hub	Environmental revalidation, design, right-of-way acquisition, construction management, and building of a new Metrolink station in Mead Valley along the 91/Perris Valley Line at Cajalco/Ramona Expressway, west of Interstate 215. It will serve as a new access point between the existing Moreno Valley/March Field and Perris-Downtown stations. The station will feature side platforms for a future double track, shaded canopies, a centrally located bus loop with unloading/loading bays, bicycle lockers, bus bays, and rideshare parking to enhance multimodal connectivity.	\$40,500,000	\$50,500,000

Transit and Intercity Rail Capital Program 2024 Awards

18	Sacramento Regional Transit District (SacRT)	Enhancing Ridership Through System Improvements, Public Engagement, and Workforce Development	Increases ridership on the SacRT system by investing in new stations, new light rail vehicles that are faster and easier to board through improved passenger information and fare collection technology. The project includes procurement of six low-floor light rail vehicles for improved service reliability, alongside a workforce development program with Siemens and American River College to train students in vehicle maintenance. Seventeen Blue Line stations will be modernized for easier boarding, while two new stations—Dos Rios and Horn Road—will connect disadvantaged areas to transit and employment hubs. Additionally, Cal-ITP platform validators and smart fare vending machines will be installed at 54 stations to streamline ticketing and improve operational efficiency.	\$28,992,000	\$125,924,097
19	San Francisco Bay Ferry, San Francisco Bay Area Water Emergency Transportation Authority (WETA)	Harbor Bay Ferry Facility Electric Float and Infrastructure Project	Constructs an electrified universal charging float (UCF) containing vessel charging equipment and a battery storage system, electrical infrastructure upgrades, electric vehicle charging infrastructure, and facility rehabilitation of the Harbor Bay Ferry Terminal in Alameda. The project will allow for expansion of electric propulsion ferry service along the Harbor Bay to San Francisco ferry route by providing the necessary infrastructure to allow fully electric ferries to rapidly charge while docked at this location.	\$12,500,000	\$21,500,000
20	San Francisco Municipal Transportation Agency (SFMTA)	Train Control Upgrade Program Phase 2	Installs a modern communications-based train control (CBTC) system. The CBTC will utilize Wi-Fi and cellular connections for real-time vehicle tracking and continuous communication, improving reliability and travel times. Additionally, this upgrade aligns with San Francisco's transit-oriented development goals, facilitating the addition of 82,000 new housing units along Muni corridors and improving vehicle volumes by 20-25% while reducing delays and operational challenges, and increasing ridership.	\$130,000,000	\$686,470,880

Transit and Intercity Rail Capital Program 2024 Awards

21	San Joaquin Regional Rail Commission and San Joaquin Joint Powers Authority (SJJRC and SJJPA)	Bridging Rail Initiatives, Technology, and Education (BRITE)	Provides critical investment in projects needed to realize additional benefits for the Valley Rail Program through four major components. The Stockton Diamond Grade Separation will create a grade separation between BNSF and UPRR rail lines facilitating the seamless movement of passenger and freight trains. The Stockton South End Crossover will construct crossover tracks and switches in the UPRR Stockton South Yard to maintain access to BNSF and the Port of Stockton during the Stockton Diamond construction. The Madera HSR Station will enhance regional passenger rail service and facilitate high-speed rail operations between Merced and Bakersfield. Lastly, the Rail Academy of Central California (TRACC) Workforce Development Program, which will provide and support the instruction of railroad industry courses, provide supplies, and facilitate engagement with potential students.	\$70,868,000	\$527,254,000
22	Santa Barbara County Association of Governments (SBCAG)	Santa Barbara County Charging Forward Project – Advancing Clean Mobility for the Central Coast	This project includes three main components: Transit Electrification, Transit Transformation, and Transit Facility Improvement. The project includes the procurement of 23 zero-emission buses, alongside fast-charging infrastructure at transit hubs. The Transit Transformation component introduces a BRT system along the congested State Route 135/Broadway corridor in Santa Maria, featuring dedicated bus lanes and a countywide integrated contactless fare system for streamlined payments and data collection. The Transit Facility Improvement component upgrades multiple facilities, including a new Operations and Maintenance building at SBMTD's Terminal 2 with electric bus charging, solar panels, and battery storage, while also enhancing charging stations at key locations for Santa Maria Regional Transit.	\$51,130,000	\$107,313,029

Transit and Intercity Rail Capital Program 2024 Awards

23	Sonoma-Marin Area Rail Transit District (SMART)	Sonoma-Marin Area Rail Transit District (SMART) Rail and Pathway Corridor Project	Extends SMART rail service to Healdsburg, reconstructing two segments: a 5.5-mile stretch from Windsor to Healdsburg Depot and a 3.3-mile section to the Healdsburg city limits. Enhancements will include new rail tracks, upgraded stations, freight spurs, improved crossings, and federally mandated Positive Train Control (PTC). A paved bicycle and pedestrian pathway will follow Great Redwood Trail standards.	\$81,000,000	\$269,000,000
24	Southern California Regional Rail Authority (SCRRA)	Eastern Maintenance Facility Development	Constructs two new service and inspection (S&I) tracks to double the facility's daily servicing capacity, allowing for two new round trips on the Inland Empire-Orange County Line (IEOC) and two on the San Bernardino Line (SBL).	\$44,796,000	\$44,796,000
25	SunLine Transit Agency	Bringing Easy Ticketing Solutions to the Coachella Valley	Installs an open loop, contactless payment system on all SunLine service vehicles, aligned with Cal-ITP. This upgrade will enhance accessibility for transit users in SunLine's service area and generate operational savings, allowing for expanded services.	\$612,200	\$612,200
26	Tulare County Association of Governments	Cross Valley Express: Kings – Tulare County Regional Bus and Capital Infrastructure Plan	Establishes a new transit bus network linking Visalia, Hanford, and Lindsay, with regional connections to the San Joaquin Hanford Amtrak station and the future Kings-Tulare High-Speed Rail station. The project includes procurement of eight zero-emission buses, electrical charging infrastructure, passenger shelters, and street enhancements. The Cross Valley Express will cover over 40 miles with 10 stops at 30-minute intervals, and a BRT service running 11 miles along State Route 63 between Visalia and Tulare with 8 stops and dedicated lanes.	\$59,100,000	\$60,930,000
27	University of California, Los Angeles (UCLA)	UCLA/Westwood Zero Emission Transit Service Expansion: Deploying Wireless Charging at Scale	Fully electrifies UCLA's BruinBus and Medical Center bus fleets while expanding transit services and implementing inductive wireless charging infrastructure on campus. The project includes procuring eight zero-emission buses for the BruinBus service. Collaborating with CALSTART and Electreon Wireless, the project will install static and dynamic wireless charging stations at key locations, allowing charging during various driving modes. Additionally, a new Transit	\$19,850,000	\$34,950,041

Transit and Intercity Rail Capital Program 2024 Awards

			Hub will connect the bus depot to the upcoming UCLA/Westwood station, linking to LA Metro's D Line light rail extension planned for 2028, enhancing accessibility to the region's major job centers.		
	TOTALS			\$1,333,342,000	\$10,281,043,879



**Transit and Intercity Rail Capital Program
Seventh Round Selected Projects – Project Detail Summary**

October 23, 2024

Total Funding Awarded:

\$1,333,342,000 awarded towards 27 projects, totaling \$10.28 billion of total project cost.

Estimated 4,319,000 metric tons of CO₂e (MTCO₂e) reduced.

235 zero emission vehicles procured through awarded projects.

1. Bay Area Rapid Transit (BART)

Project: North Berkeley Transit-Oriented Development (TOD) Mobility Enhancements Project

Award: \$25,000,000

Total Budget: \$37,441,753

Estimated TIRCP GHG Reductions: 35,000 MTCO₂e

This project will invest in the mobility enhancements necessary to transform existing surface parking lots around the North Berkeley BART station into a vibrant, high-density, mixed-use development, significantly enhancing multi-modal transportation access and promoting sustainable urban growth. The transit-oriented development (TOD) project consolidates existing BART parking into a structured garage, freeing up horizontal space, creating new parcels for development. The housing and commercial developments will be funded through public and private investment totaling nearly \$600 million, which accounts for 92.5% of the overall TOD project total.

The mobility enhancements project will include electric vehicle (EV) charging stations and bike parking in the new parking garage, enhancing bicycle and pedestrian infrastructure with widened sidewalks and protected bike lanes, promoting safer and better connections to the Ohlone Greenway and along Sacramento Street. The project also creates a new access road to enhance connectivity within the TOD site and its surroundings, as well as protected intersections for vehicles and bikeways to promote safe and efficient transit.

The TOD project will result in construction of approximately 739 residential units across 5 new apartment complexes, with 50% of the units dedicated to households earning up to 80% of the Area Median Income (AMI), ensuring equitable access to housing and transportation.

Project completion is expected by 2028.

Key Project Ratings:

Cost per GHG Ton Reduced:	Medium-High
Increased Ridership:	Medium-High
Service Integration:	Medium-High
Improves Safety:	Medium-High
Project Readiness:	High
Funding Leverage:	Medium
Multi-Agency Coordination/Integration:	Medium-High
Priority Population Benefits:	Medium

2. Capitol Corridor Joint Powers Authority (CCJPA) with the City of Sacramento

Project: Capitol Corridor Revamping Accessibility and Performance for the Corridor ID Program (Capitol Corridor RAPID Program)

Award: \$14,000,000

Total Budget: \$26,767,000

Estimated TIRCP GHG Reductions: 32,000 MTCO₂e

This project will improve connectivity, accessibility, and reliability for the growing communities served by Capitol Corridor, ACE, SacRT, and other connected transit services. The 3 funded project components benefit intercity and regional rail, bus service improvements, and active transportation connectivity. Funded components of the Capitol Corridor RAPID Program are as follows:

- The Santa Clara Interlocking component will address the extensive single tracking, limited crossovers, and susceptibility to delays by adding a crossover just north of Santa Clara – University Station. This improves operational flexibility and reliability, allowing trains to switch between tracks in a congested segment of the Coast Subdivision that needs to balance freight traffic with Capitol Corridor, ACE, Caltrain, and Coast Starlight trains.
- The Agnew Siding component will build 2,900 feet of new track, two No. 15 power turnouts, and signal improvements just south of Santa Clara – Great America Station. This will allow CCJPA to provide enhanced special event service for at least five more events per year, yielding significant ridership benefits. Nearly 10% of trains are delayed on the Coast Subdivision, with the average delay lasting more than 12 minutes. The Agnew Siding and Santa Clara Interlocking projects will work together to alleviate this delay and provide significant reliability, operational flexibility, and safety benefits.
- The Sacramento Valley Station (SVS) - Railyards Western Connector component will connect the active transportation network around SVS with the growing Railyards District by extending Bercut Drive 350 feet to meet the SVS Westside Tunnel path. The Bercut Drive extension will include a Class I bike trail and multi-use path, a widened Bercut cul-de-sac from 50 feet to 55 feet to accommodate a SacRT bus turnaround, and a prefabricated, dedicated restroom for bus drivers' end-of-route 20-minute break periods. The bike path will also allow for the connection to popular bike trail networks along the Sacramento River and American River.

The siding projects significantly reduce non-revenue train movements for special event service at Levi Stadium, which currently require Capitol Corridor trains to hold at Diridon Station, and ACE to hold at Tamien Station, in order to provide service to major events.

Project completion for funded components is expected by 2027.

Key Project Ratings:

Cost per GHG Ton Reduced:	Medium-High
Increased Ridership:	Medium
Service Integration:	Medium-High
Improves Safety:	High
Project Readiness:	Medium-High
Funding Leverage:	Medium
Multi-Agency Coordination/Integration:	Medium-High
Priority Population Benefits:	Medium

3. Central Contra Costa Transit Authority (CCCTA)

Project: Solar Supported Zero Emission Vehicle Fleet and Service Modernization Project

Award: \$15,950,000
Total Budget: \$48,900,500

Estimated TIRCP GHG Reductions: 36,000 MTCO₂e

This project will provide for faster, better coordinated and more frequent County Connection service with zero-emission vehicles powered by solar energy. It includes a set of interrelated transit improvements:

- Purchase of 27 zero-emission buses to be deployed on a new service network with increased vehicle speeds, increased frequencies, and better coordination with BART
- Installation of 90,000 square feet of solar panels through solar canopies in the bus yard and on existing administrative facilities
- Microgrid battery storage facilities to charge the new vehicles

The project will reduce County Connection's reliance on grid power and diesel fuel for the fueling of zero emission-vehicles, reducing greenhouse gas emissions at its main bus depot facility, located in a disadvantaged community.

The resulting capital investments will facilitate improved transit service using the zero-emission vehicles, benefitting County Connection's service area, including multiple disadvantaged and low-income communities, and low-income populations who utilize County Connection to connect with jobs, educational, medical, and recreational opportunities.

Project completion is expected by 2029 with service improvements planned through 2035.

Key Project Ratings:

Cost per GHG Ton Reduced:	Medium-High
Increased Ridership:	Medium-High
Service Integration:	Medium
Improves Safety:	Medium
Project Readiness:	Medium
Funding Leverage:	Medium-High
Multi-Agency Coordination/Integration:	Medium
Priority Population Benefits:	Medium

4. City of Irvine

Project: Irvine CONNECT Clean Transit Service Project

Award: \$4,427,000
Total Budget: \$6,542,787

Estimated TIRCP GHG Reductions: 9,000 MTCO₂e

This project will purchase 12 City-operated electric cutaway buses to renew the operation of the Irvine CONNECT service after the end of its current pilot phase. The new buses will replace the existing compressed natural gas (CNG) buses, that are nearing the end of their lifespan, to provide Irvine CONNECT service for ten years at 77 inbound/outbound stops. The new vehicles will support higher

frequency of service, allowing for service every 20 minutes instead of the 30-minute service operated today.

Irvine CONNECT offers a direct link between employment centers, residences, retail areas, and the Irvine Transportation Center – the City’s main passenger rail and transit hub. The route will also service the Irvine train station (served by Metrolink and the Amtrak Pacific Surfliner) and connect to the Northwoods neighborhood.

Service resulting from the project is expected to begin in 2025.

Key Project Ratings:

Cost per GHG Ton Reduced:	Medium-High
Increased Ridership:	Medium-High
Service Integration:	Medium-High
Improves Safety:	Medium
Project Readiness:	Medium-High
Funding Leverage:	Medium
Multi-Agency Coordination/Integration:	Medium-High
Priority Population Benefits:	Medium

5. City of Santa Monica

Project: The POWER of Transportation: Clean Air, Access, and Opportunity

Award:	\$53,281,000
Total Budget:	\$138,140,728

Estimated TIRCP GHG Reductions: **113,000 MTCO_{2e}**

This project will expand service, increase ridership, reduce greenhouse gas emissions, and promote regional connectivity. The project includes the procurement of 73 zero-emission buses for use on major routes, vehicle chargers, charger cabinets, and a canopy structure in the Big Blue Bus (BBB) yard, upon which the electric bus charging dispensers will be mounted. Additionally, a permanent backup generator will be procured for the infrastructure and the project will explore options for the L/CNG system.

Transit service will be expanded to increase ridership by adding approximately 12,350 annual service hours to Route 2 (Wilshire Blvd), to be invested into 10-minute or better peak frequency. The increased frequency is critical to optimize the extension of the regional-serving Metro Rail D Line into the BBB service area. The high frequency bus service and the extended D Line will connect riders to and from Downtown Los Angeles and Santa Monica primarily via the Wilshire Blvd corridor, with the plan to increase peak service levels by 100% of current peak service levels.

Project completion is expected by 2031 for all phases.

Key Project Ratings:

Cost per GHG Ton Reduced:	Medium-High
Increased Ridership:	High
Service Integration:	Medium-High

Improves Safety:	Medium-High
Project Readiness:	High
Funding Leverage:	High
Multi-Agency Coordination/Integration:	High
Priority Population Benefits:	Medium-Low

6. City of Sunnyvale

Project: Sunnyvale Zero-Emission First-Mile Last-Mile (FMLM) Microtransit Project

Award:	\$4,179,000
Total Budget:	\$8,358,000

Estimated TIRCP GHG Reductions: **37,000 MTCO₂e**

This project will launch a microtransit program with 9 zero-emission electric vehicles to provide regional, low-cost, on-demand transportation across a 19.2 square mile citywide zone. The Sunnyvale Microtransit Service will administer efficient and flexible transportation solutions to bridge the first-mile/last-mile gap for residents and commuters in Sunnyvale.

This service will benefit lower-income workers commuting into the region and residents of Sunnyvale's Equity Priority Community Areas, providing point-to-point service using on-demand routing technology. The project will enhance connectivity to key transit hubs such as Caltrain stations, VTA Light Rail stops, BART and ACE stations. By offering a reliable alternative to single-occupancy vehicles, the microtransit service will help reduce vehicle miles traveled and greenhouse gas emissions, promoting coordinated public transit use and improving access to employment.

Service is expected to begin in 2025 and will run for at least 5 years after implementation.

Key Project Ratings:

Cost per GHG Ton Reduced:	High
Increased Ridership:	Medium-High
Service Integration:	Medium-High
Improves Safety:	Medium-High
Project Readiness:	High
Funding Leverage:	Medium-High
Multi-Agency Coordination/Integration:	High
Priority Population Benefits:	Medium

7. Coast Rail Coordinating Council (*San Luis Obispo Council of Governments with Santa Barbara County Association of Governments (SBCAG), Santa Cruz County Regional Transportation Commission (SCRTC), Transportation Agency for Monterey County (TAMC), Ventura County Transportation Commission (VCTC)*)

Project: Facilitating and Accelerating Service Transformations (FAST) on the Central Coast Program

Award:	\$63,259,000
Total Budget:	\$102,405,000

Estimated TIRCP GHG Reductions: 335,000 MTCO₂e

This project will deliver the following coordinated projects along the coastline between Monterey County and Santa Barbara County to increase ridership, reliability and train frequency:

- The King City Multi Modal Transportation Center (MMTC) is a new rail station in downtown King City (south Monterey County), including railroad siding upgrades and a staging area for National Guard service members connecting between the rail station and Fort Hunter Liggett by bus. This improvement will also provide south Monterey County residents with better connections to the rest of the Central Coast and California using the Amtrak *Coast Starlight*, as well as future additional intercity trains added to the corridor in conjunction with State Rail Plan implementation.
- Crossover and siding improvements near San Luis Obispo and Paso Robles to improve rail operations and access to and from the soon to be constructed Central Coast Maintenance Facility. The Orcutt Road Left-Hand Crossover component creates a universal crossover near San Luis Obispo station in the City of San Luis Obispo. This provides the operational flexibility to run additional trains and introduce a more regular passenger rail service along the Central Coast. Additional siding improvements near Paso Robles will improve conditions for train meets on the Central Coast, which will improve Amtrak *Coast Starlight* and *Pacific Surfliner* reliability and support future Central Coast – Northern California passenger rail service.
- The Ortega Siding component builds a siding in the Ortega/Summerland area of the coastline between the Santa Barbara and Carpinteria stations. This will directly enable LOSSAN to operate a seventh *Pacific Surfliner* roundtrip between Goleta and San Diego. It will also add overall corridor operational flexibility, support the planned third roundtrip to San Luis Obispo, and reduce delays for freight and passenger rail.

A sizable portion of the match funding for this project is provided by Senate Bill (SB) 125 funding, with over \$14 million committed to delivering this suite of projects.

Project completion is expected by 2028 for the Ortega Siding component, 2029 for the King City MMTC component, 2029 for the Orcutt Road Left-Hand Crossover component, and 2029 for the Templeton Siding Improvements component. All rail improvements will be advanced in partnership with Caltrans in a manner consistent with the network vision established in the State Rail Plan and included in ongoing Corridor Identification Program efforts being advanced in the corridor.

Key Project Ratings:

Cost per GHG Ton Reduced:	High
Increased Ridership:	Medium-High
Service Integration:	Medium-High
Improves Safety:	Medium-High
Project Readiness:	Medium
Funding Leverage:	Medium
Multi-Agency Coordination/Integration:	Medium-High
Priority Population Benefits:	Medium

8. Foothill Transit

Project: Intercity Connectors: More Riders, Less Mess, Happy Life!

Award: \$16,891,000

Total Budget: **\$45,347,060**

Estimated TIRCP GHG Reductions: **35,000 MTCO₂e**

This project will purchase 30 zero-emission hydrogen fuel cell buses that will be deployed on Lines 187 and 188, as well as Line 295, which is a brand-new route.

Line 187 provides regional connectivity to a diverse population with several transit services along its alignment, including:

- LA Metro's lines 79, 177, 266, and 487
- All nine of Pasadena Transit's lines
- All three of Arcadia Transit's lines

Line 188 currently operates through Montclair, Claremont, La Verne, San Dimas, Glendora, and Azusa. The line provides connectivity to the Azusa Intermodal Transit Center, the Montclair Center, and the Claremont Transit Center.

Line 295 will connect the new Metro A-Line light rail station to Citrus College, Azusa Pacific University, Cal Poly Pomona University, and Mt. San Antonio College. This new line will further enhance accessibility to education in the San Gabriel and Pomona valleys.

Combined, these three improved lines provide important connectivity to a combined 29 colleges, universities, and trade schools within one mile of the lines.

Additionally, the project adds Traffic Signal Priority to Line 188 and upgrades the Transportation Signal Priority infrastructure on Line 187. In total, 133 intersections will be improved to enhance transit connectivity and Line efficiency in the region.

Project completion is expected by 2027.

Key Project Ratings:

Cost per GHG Ton Reduced:	Medium-High
Increased Ridership:	Medium-High
Service Integration:	Medium-High
Improves Safety:	Medium
Project Readiness:	High
Funding Leverage:	Medium-High
Multi-Agency Coordination/Integration:	High
Priority Population Benefits:	Medium

9. Fresno Area Express (FAX)

Project: Fresno Area Express System Efficiency and Accessibility Improvement Project

Award: **\$52,194,000**

Total Budget: **\$115,146,400**

Estimated TIRCP GHG Reductions: **21,000 MTCO₂e**

This project will increase ridership on Church Avenue FAX service, construct a new hydrogen fueling station, complete bus stop accessibility improvements, and conduct an on-demand improvement study.

Specific project elements include:

- The Church Avenue Service Expansion component will add a new cross-town fixed route and conduct many active transportation improvements along Church Avenue in south Fresno. This area is currently underserved by transit and contains many low-income and historically disadvantaged neighborhoods. This component will include 17 ADA-accessible bus stops along with new sidewalks, curbs, gutters, benches, trash cans, bike racks, digital display signage, and solar lights in the route's path. Two High-Intensity Activated Crosswalk (HAWK) Beacons will also be built while the existing Class II bike lanes will be retained. Included with these improvements is the purchase of 12 zero-emission buses (FCEBs) to provide service to the new route.
- The H2 Facility and Fueling Station will construct a new fueling and maintenance/operations facility to accommodate the transition to FCEBs per the FAX Innovative Clean Transit (ICT) Plan. Sustainable building practices such as renewable construction materials and native plant landscaping will be emphasized as part of this process.
- Accessible Bus Stop Improvements component will improve up to 90 existing bus stops to full ADA-accessibility standards and will construct up to 17 new ADA-accessible bus stops to accommodate upcoming route expansions. Construction improvements will include new sidewalks, curbs, gutters, and necessary roadway repairs along with benches, trash cans, bike racks, digital display signage, and solar lighting. Access to schools, employment centers, and ADA paths of travel will be prioritized.
- The On-Demand Improvement Study component will conduct an analysis of FAX current on-demand paratransit system and seek solutions for improvement. Needs and desires will be evaluated and prioritized, including the possibility of adding non-paratransit on-demand to FAX's current transit modes.

Project completion for the On-Demand Improvement study is expected by 2027 and completion for all capital components is expected by 2029.

Key Project Ratings:

Cost per GHG Ton Reduced:	Medium
Increased Ridership:	Medium-High
Service Integration:	Medium-High
Improves Safety:	High
Project Readiness:	High
Funding Leverage:	Medium-High
Multi-Agency Coordination/Integration:	Medium
Priority Population Benefits:	Medium-High

10. Golden Empire Transit District (GET)

Project: GET Road to 2030

Award:	\$117,878,000
Total Budget:	\$147,346,993

Estimated TIRCP GHG Reductions: 78,000 MTCO₂e

This project will implement a series of transformative transit improvements in Bakersfield, and the surrounding region. The project scope is aimed at increasing ridership, reducing GHG emissions, enhancing transit safety, and improving connectivity with high-speed rail.

Specific project elements include:

- The procurement of 15 zero-emission hydrogen buses to improve service on Routes 1, 2, 3, 5, and 7. This will see the frequency of the BRT Lines increase to 15-minute service. GET plans to establish 35 queue jump lanes, 150 bike parking and bike kiosks, and bus shelters across the BRT lines. Additionally, GET plans to replace expensive microtransit service with a ride-hailing voucher program titled “GET&go”.
- Procurement of 3 zero-emission hydrogen commuter buses for new commuter service between Bakersfield and two employment centers - Tejon Ranch Commerce Center and Wonderful Industrial Park.
- The installation of fare validator equipment to accept credit cards on buses component will install fare validator equipment on GET’s entire fleet and procure additional spare equipment. The equipment will accept the use of credit cards and debit cards and other means of payment directly on buses and integrate with the California Integrated Travel Project (Cal-ITP) system.
- The planning, procurement, and installation of hydrogen fueling station component will install a hydrogen fueling station located at GET’s Mt. Vernon property, which will become GET’s new operations and maintenance facility. This marks the second alternative fuel option for heavy duty vehicles in the region.
- The construction of the Downtown Transit Plaza component will upgrade the transit center and provide additional bus bays and layover spaces. The project will include modern amenities such as restrooms, real-time arrival information, bike racks, and sheltered waiting areas. This will significantly improve the overall user experience. By addressing the capacity issues and enhancing facilities, the transit center can better support the anticipated increase in ridership driven by expanded transit services and the implementation of BRT enhancements.

Further, the location and proposed improvements also present an opportunity to address the need for affordable housing in the area. In coordination with the Kern County Housing Authority (KCHA), the new Downtown Transit Plaza will be constructed with 81 affordable housing units across five stories (with the Transit Plaza being on the primary level). The first floor will feature a new transit hub with GET offices, approximately 3,000 sq ft of retail space for a neighborhood market or similar use, approximately 2,400 sq ft for a medical clinic, and about 2,000 sq ft of space for residential use, including community space, management, and services offices. The second through fifth floors will feature 67 one-bedroom homes and 14 two-bedroom homes for households with incomes less than 60% of the Area Median Income (AMI).

Project completion is expected by 2029.

Project Ratings:

Cost per GHG Ton Reduced:	Medium-High
Increased Ridership:	High
Service Integration:	High
Improves Safety:	High
Project Readiness:	High
Funding Leverage:	Medium
Multi-Agency Coordination/Integration:	Medium-High
Priority Population Benefits:	High

11. Humboldt Transit Authority (HTA)

Project: Introducing 15-Minute Headway Intercity Express Service, Improving System Safety, Constructing Phase 1 North Coast Zero Emission Training Center, and Expanding Humboldt's Hydrogen Fleet

Award:	\$18,707,000
Total Budget:	\$19,997,000

Estimated TIRCP GHG Reductions: **14,000 MTCO_{2e}**

The project aims to grow ridership by purchasing five fuel cell electric buses to establish the North Coast's first 15-minute headway intercity express service. To ensure the success of this new service, it's launch will be accompanied by the installation of new rebranded bus stop designs equipped with real-time signage and lighting and showcasing local art installations, and aggressive sustained marketing campaigns that build off the marketing work HTA and HCAOG have completed to date.

HTA will also construct Phase 1 of the North Coast Zero Emission Operator and Maintenance Training Center. The training space will be constructed within HTA's existing separate vehicle detail bay. It will include classroom space, a bus operator raining simulator, mechanic training boards, and zero emission training tools such as fuel cell, mock batteries, and electric motors.

This project will continue HTA's work over the last two years to advance the development of a hydrogen supply chain in the North State and grow HTA's hydrogen fleet, which will increase the number of zero emission miles operated by HTA, and reduce operating costs through increased consumption of hydrogen fuel.

Project completion is expected by 2029.

Key Project Ratings:

Cost per GHG Ton Reduced:	Medium-High
Increased Ridership:	High
Service Integration:	Medium-High
Improves Safety:	Medium
Project Readiness:	High
Funding Leverage:	Medium-Low
Multi-Agency Coordination/Integration:	Medium-High
Priority Population Benefits:	Medium

12. Imperial County Transportation Commission (ICTC)

Project: Connecting Vulnerable Communities: Calexico East Port of Entry (POE) Intermodal Transportation Center (ITC) & System Improvements

Award: \$12,600,000

Total Budget: \$12,600,000

Estimated TIRCP GHG Reductions: 9,000 MTCO₂e

This project will design and construct a new intermodal transportation center to serve the Calexico East Port of Entry and purchase four electric zero-emission vans to expand public transit to the new facility to connect vulnerable communities within the City of Calexico and Imperial County.

The proposed station site is an open dirt field currently used as the unofficial pickup/drop-off location for pedestrians and bicyclists who cross the border commonly under extreme desert heat conditions that continue to worsen. Proposed station passenger amenities that include shade structures, benches, restrooms and drinking fountains will improve the travel experience by making trips safer, easier, and more comfortable.

The zero-emission electric vehicles will be used to expand Imperial Valley Transit (IVT) service to the new station, which is expected to increase transit ridership and reduce vehicle emissions. The proposed intermodal transportation center will also provide bus bays for private transit service providers and designate areas for taxis and vehicle pick-up/drop-offs to support multimodal travel options to reduce vehicle miles travelled while protecting pedestrians and bicyclists from the extreme heat.

Project completion is expected by 2030.

Key Project Ratings:

Cost per GHG Ton Reduced:	Medium-High
Increased Ridership:	Medium-High
Service Integration:	Medium
Improves Safety:	High
Project Readiness:	High
Funding Leverage:	Low
Multi-Agency Coordination/Integration:	Medium
Priority Population Benefits:	Medium-High

13. Los Angeles County Metropolitan Transportation Authority (LA Metro)

Project: Southeast Gateway Line

Award: \$231,000,000

Total Budget: \$7,167,000,000

Estimated TIRCP GHG Reductions: 602,000 MTCO₂e

(GHG reductions tied to supplemental scope)

The Southeast Gateway Line (SGL) Project, previously named the West Santa Ana Branch Transit Corridor (WSAB) Project, is a new light rail transit line that will connect southeast LA County to downtown Los

Angeles. The project will connect the City of Artesia in southeast Los Angeles County to the Slauson A-Line Station. The full transit corridor has plans for future extension to Union Station in downtown LA.

Specifically, this funding will expand the scope of LA Metro's TIRCP Cycle 3 award with added components not initially included in their Cycle 3 award including the construction of an additional, at-grade infill station at I-105. The infill station provides a connection between the SGL and Metro C Line, allowing for improved ridership on both lines. The project improves access to and from the new station.

The SGL traverses densely populated, low-income, and heavily transit-dependent communities in South Los Angeles with limited transit options, providing a viable transit option that does not currently exist in the project corridor.

Once constructed, the project will result in 14.5 miles of a new light rail line with 10 total stations. A significant amount of match funding exists for the project which includes \$200 million in SB 125 funding and \$300 million in funding awarded from the 2018 TIRCP cycle. The project also expects to leverage more than \$3.2 billion in federal funding through the Federal Transit Administration Capital Investment Grant program, along with more than \$2.7 billion in local funding commitments.

Project completion is expected by 2035. Funding is contingent on successful receipt of a Full Funding Grant Agreement with the Federal Transit Administration.

Key Project Ratings:

Cost per GHG Ton Reduced:	High
Increased Ridership:	Medium
Service Integration:	Medium-High
Improves Safety:	Medium-High
Project Readiness:	Medium-Low
Funding Leverage:	Medium
Multi-Agency Coordination/Integration:	High
Priority Population Benefits:	Medium-High

14. Monterey-Salinas Transit (MST)

Project: Travel Information and Promotion System (TIPS)

Award:	\$1,160,000
Total Budget:	\$6,955,000

Estimated TIRCP GHG Reductions: **2,000 MTCO₂e**

The Travel Information and Promotion System (TIPS) project will increase ridership throughout the MST system by providing higher-quality information to riders. It includes the procurement and deployment of Content Management Systems for the Salinas Transit Center, Marina Transit Exchange, Sand City Station, and Monterey Transit Plaza, vehicles, and bus stop shelters. The project will procure and implement a modern Content Management System (CMS) to facilitate unified information sharing across various display technologies, such as kiosks and personal devices. The project will also integrate a Tap-to-Pay open-loop contactless payment system and establish a demonstration reward ridership program.

Once implemented, the project will simplify the MST transit-rider experience and support the agency's

goal of providing a fast and reliable service across the entire network and the SURF! Busway and BRT.

Project implementation is expected starting in 2025.

Key Project Ratings:

Cost per GHG Ton Reduced:	Medium-High
Increased Ridership:	Medium-High
Service Integration:	Medium-High
Improves Safety:	Medium
Project Readiness:	High
Funding Leverage:	High
Multi-Agency Coordination/Integration:	Medium-High
Priority Population Benefits:	Medium

15. North County Transit District and San Diego Association of Governments (NCTD and SANDAG)

Project: LOSSAN Double Tracking and Bluff Stabilization

Award: \$38,468,000
Total Budget: \$155,603,165

Estimated TIRCP GHG Reductions: 20,000 MTCO_{2e}

The LOSSAN Double-Tracking and Bluff Stabilization project includes two critical upgrades aimed at increasing and retaining ridership: the Eastbrook to Shell Double-Tracking (ESDT) and the Del Mar Bluffs Stabilization Phase 5 Continuation (DMB5C).

The ESDT project component involves the replacement of a 0.6-mile segment of single track with a double track segment. This replacement also includes the replacement of the existing 700-foot long, single-track San Luis Rey River bridge with a new, modern double-track concrete girder bridge. The Project will connect two existing double track segments to create a continuous 10.3-mile double track segment. The existing single track within the project limits negatively affects reliability in the corridor. This segment of track requires meeting or passing trains to take turns using the single track which reduces operational flexibility and results in delays to other trains if a train is late. By adding a second track, the ESDT project would eliminate the waiting requirement and reduce the effects of cascading delays. The Oceanside station, just south of the project location, is a critical hub for connections between *COASTER*, *SPRINTER*, *Pacific Surfliner* and local transit services. Timely and reliable service made possible by alleviating this bottleneck is critical to ridership and frequency growth.

Other associated improvements include the realignment of an existing Class I Bike Path, extending an existing pedestrian underpass, grading, drainage, and signal improvements, and the double tracking of the Surfrider at-grade crossing, which is an FRA approved Quiet Zone. The Project also replaces the existing turnout at CP Shell with a new right-hand, No. 14 crossover. This provides operational flexibility for eastbound trains to choose Platform 1 or 2 as they approach the Oceanside Transit Center.

The DMB5C project will include the installation of up to 128 new soldier piles, which involves the installation of vertical piles with a connecting grade beam at the top. This method reduces the risk of deep-seated slope failure beneath the tracks along the Del Mar Bluffs and avoid the associated shut down in rail service between San Diego and the rest of the LOSSAN Corridor. The project will increase

safety and service reliability to passengers and freight by minimizing the chances of track damage caused by slope failure. Public safety will also be increased by lowering the chances of landslides onto the beach and conveying stormwater more effectively. It is a critical scope addition to efforts underway to strengthen the corridor for the next 30 years while efforts to relocate the railway away from the bluffs continue to advance.

Project ESDT project completion is expected by 2028 and the DMB5C project completion is expected by 2029.

Key Project Ratings:

Cost per GHG Ton Reduced:	Medium-High
Increased Ridership:	Medium
Service Integration:	High
Improves Safety:	High
Project Readiness:	Medium
Funding Leverage:	Medium-High
Multi-Agency Coordination/Integration:	Medium-High
Priority Population Benefits:	Medium

16. Orange County Transportation Authority (OCTA)

Project: Coastal Rail Infrastructure Resiliency Project

Award:	\$125,000,000
Total Budget:	\$313,243,000

Estimated TIRCP GHG Reductions: **149,000 MTCO_{2e}**

This project will implement improvements at four locations within a 7-mile coastal section within the OCTA-owned Orange Subdivision of the 351-mile Los Angeles – San Diego – San Luis Obispo (LOSSAN) Rail Corridor. OCTA has identified four areas along the coastal area in the city of San Clemente that pose an imminent threat to rail operations due to coastal storm surges, combined with failing slopes and other environmental factors resulting in extended freight and passenger rail disruptions.

Over the past 3 years, there has been repeated closures in this section of the corridor for a cumulative total of over 12 months of closures due to extensive railroad track movement and slope instability. These disruptions in train operations not only have a profound effect on the passenger rail quality, but also impact reliability, which has significant implications for ridership. Significant state and local emergency funding has been invested in emergency repair work. This project proactively plans to avoid future disruptions. Once completed, this project will stabilize this section of the corridor for the next 30 years.

The specific work for the four areas identified are as follows:

- Area 1 focuses on addressing eroded and steepened areas by installing 2-ton to 6-ton rock gradation. This approach aims to minimize rock encroachment on the beach while providing approximately 50 feet of sand nourishment in front of the rock, thereby enhancing coastal protection.
- Area 2 targets critical erosion points, utilizing 2-ton to 6-ton rock gradation while also ensuring minimal impact on the beach. It will also include 50 feet of sand nourishment to further bolster

the shoreline.

- Area 3 involves extending the existing catchment wall constructed after a landslide at MP 204.6. This area will also focus on collaborating with the City of San Clemente to maintain and restore access to trails adjacent to the rail line.
- Area 4 involves installing engineered rock revetment and sand nourishment based on the previous evaluations. This includes using geotextile filter fabric, placing a 1/4-ton rock gradation for the underlayer, and a 4-ton rock gradation on top. Additionally, the project aims to create an 80 to 100-foot-wide beach area through sand nourishment in front of the engineered rock revetment. Overall, these measures are designed to enhance the stability of coastal infrastructure and safeguard rail operations against future erosion.

OCTA has committed significant SB 125 funding for the project and is leveraging \$80 million of SB1 Trade Corridor Enhancement Program funding awarded in October 2024. It is an active applicant for additional federal funding.

Project completion is expected by 2029.

Key Project Ratings:

Cost per GHG Ton Reduced:	Medium-High
Increased Ridership:	High
Service Integration:	Medium-High
Improves Safety:	High
Project Readiness:	Medium
Funding Leverage:	Medium
Multi-Agency Coordination/Integration:	Medium
Priority Population Benefits:	Medium

17. Riverside County Transportation Commission (RCTC)

Project: Mead Valley Metrolink Station/Mobility Hub

Award:	\$40,500,000
Total Budget:	\$50,500,000

Estimated TIRCP GHG Reductions: **38,000 MTCO_{2e}**

This project increases ridership on the Metrolink 91/Perris Valley line through the addition of a new station at Mead Valley. It consists of environmental document revalidation, design, right-of-way, construction management, and construction of a new Metrolink station in Mead Valley at Cajalco Expressway/Ramona Expressway, just west of Interstate 215. The station will provide a new access point to the Metrolink system between the existing Moreno Valley/March Field and Perris – Downtown stations to accommodate rising travel demand in the rapidly growing communities of Perris, San Jacinto, Hemet, and unincorporated Riverside.

The station design includes side platforms along a future double track alignment, featuring canopies to provide shade for waiting passengers. A centrally located bus loop will accommodate two unloading, loading, and layover bays, enhancing transit connectivity. The station will include bicycle lockers, bus bays, and rideshare parking to facilitate transit integration and promote multimodal travel via active transportation, transit, carpooling, and vanpooling. An at-grade pedestrian crossing between the two

platforms will incorporate protection features that comply with Southern California Regional Rail Authority (SCRRA) standards.

The project is matched with \$6.3 million in RCTC-controlled State Transit Assistance funding and \$3.7 million in local Measure A sales tax funds.

Project completion is expected by 2029.

Key Project Ratings:

Cost per GHG Ton Reduced:	Medium-High
Increased Ridership:	Medium
Service Integration:	Medium
Improves Safety:	Medium
Project Readiness:	Medium
Funding Leverage:	Medium
Multi-Agency Coordination/Integration:	Medium
Priority Population Benefits:	Medium

18. Sacramento Regional Transit District (SacRT)

Project: Enhancing Ridership Through System Improvements, Public Engagement, and Workforce Development

Award:	\$28,992,000
Total Budget:	\$125,924,097

Estimated TIRCP GHG Reductions: **78,000 MTCO₂e**

This project will increase ridership on the SacRT system by investing in new stations, new light rail vehicles that are faster and easier to board, and through improved passenger information and fare collection technology. The project includes purchasing six low-floor light rail vehicles, which will enhance service reliability and comfort for passengers. SacRT will also be initiating a workforce development program through a partnership with Siemens and American River College/The Rail Academy of Central California (TRACC) to train students in maintaining the new light rail vehicles, creating valuable career opportunities in transit maintenance.

The project will also modernize 17 Blue Line stations to accommodate the low-floor vehicles, which will eliminate the need for passengers to climb stairs, making boarding safer and more accessible for all.

SacRT will also construct two new stations that will increase ridership: the Dos Rios Light Rail Station and the Horn Road Light Rail Station. The Dos Rios station will be adjacent to Mirasol Village, a 427-unit affordable housing development in Sacramento's River District. This new station will serve as a vital link along the Blue Line, bridging the historically isolated and disadvantaged River District area with transit and employment hubs across the Sacramento region. The Horn Road Station, planned on the Gold Line in Rancho Cordova, will be adjacent to middle- to low-income housing, employment centers, and social services. It will close a 2.5-mile gap between existing stations, providing convenient transit access and supporting community growth with easy access to Sacramento Public Library System, County social services, parks, and the American River.

Lastly, Cal-ITP platform validator devices and smart fare vending machines will be installed at 54 light rail stations, increasing ridership by making it easier to pay for transit trips. This enhancement will streamline ticket purchasing and validation, improving both accessibility and operational efficiency. SacRT will also collaborate with community-based organizations to raise awareness and provide training for new ticketing and scheduling systems, expanding ridership beyond transit-dependent populations.

A sizable portion of the match funding for this project is provided by SB125 funding, with over \$20.7 million committed to delivering this suite of projects.

Project completion is expected by 2029.

Key Project Ratings:

Cost per GHG Ton Reduced:	High
Increased Ridership:	Medium-High
Service Integration:	Medium
Improves Safety:	Medium-High
Project Readiness:	Medium-High
Funding Leverage:	Medium-High
Multi-Agency Coordination/Integration:	Medium
Priority Population Benefits:	High

19. San Francisco Bay Ferry, San Francisco Bay Area Water Emergency Transportation Authority (WETA)

Project: Harbor Bay Ferry Facility Electric Float and Infrastructure Project

Award:	\$12,500,000
Total Budget:	\$21,500,000

Estimated TIRCP GHG Reductions: **439,000 MTCO₂e**

The project will allow for expansion of electric propulsion ferry service along the Harbor Bay to San Francisco ferry route by providing the necessary infrastructure to allow fully electric ferries to rapidly charge while docked at this location. It includes the construction of an electrified universal charging float (UCF) containing vessel charging equipment and a battery storage system, electrical infrastructure upgrades, electric vehicle charging infrastructure, and facility rehabilitation of the Harbor Bay Ferry Terminal in Alameda.

The universal charging float that will be constructed is specifically designed to enable up to 6 MW direct current charging of electric ferries on either side of the float. The float will internally contain all systems required to safely convert medium voltage utility power and deliver it to the vessels and will incorporate a lithium-ion battery energy storage system. The charging float is critical for the implementation of battery electric vessel operations because opportunity charging is required at the terminal for sustained vessel operations. The space required for battery energy storage and ferry-scale charging components cannot reasonably be accommodated on shore and thus these components require a redesign and replacement of the existing terminal float.

All facilities will meet upgraded safety, ADA and other important regulatory standards. In concert with the City of Alameda, the upgraded electrical infrastructure will also be utilized to install new EV charging stations for passengers connecting to the ferry as part of their travel, thus increasing the environmental

benefit of the improvements.

Project completion is expected by 2028.

Key Project Ratings:

Cost per GHG Ton Reduced:	High
Increased Ridership:	High
Service Integration:	Medium
Improves Safety:	Medium-High
Project Readiness:	Medium-High
Funding Leverage:	Medium
Multi-Agency Coordination/Integration:	Medium-High
Priority Population Benefits:	Medium

20. San Francisco Municipal Transportation Agency (SFMTA)

Project: Train Control Upgrade Program Phase 2

Award:	\$130,000,000
Total Budget:	\$686,470,880

Estimated TIRCP GHG Reductions: **840,000 MTCO_{2e}**

This project is a transformative initiative aimed at significantly enhancing the frequency, capacity, efficiency and reliability of the Muni Metro light rail network through the installation of a state-of-the-art communications-based train control (CBTC) system. Currently reliant on a 30-year-old automatic train control system (ATCS) within the Market Street Subway and manual controls on surface lines, the existing system communicates more slowly than a dial-up modem and limits light rail frequency, reliability and travel times. CBTC technology uses Wi-Fi/cellular connections to precisely track and continually communicate with all vehicles and allow for regular software updates without interrupting service. It will also be more reliable and durable than the ATCS loop cables, allow for future expansion of train control technology to on-street segments, and improve Muni's ability to use transit priority signals.

In addition to increasing capacity, the project will introduce enhanced safety features within the subway system, establishing a foundation for future upgrades to on-street segments of the Muni Metro network. This initiative is crucial for priority populations, as approximately 80% of residents living within half a mile of Muni stops come from low-income households. The upgrade also supports transit-oriented development (TOD), crucial for San Francisco's goal of meeting its Regional Housing Needs Allocation (RHNA) by providing vital transportation infrastructure to facilitate the addition of 82,000 new housing units along Muni Metro corridors. By centralizing the management of the Muni Metro network with the new CBTC system, the program will lead to improved vehicle volumes of 20-25% through the Market Street Subway, reduced delays and bunching at subway portals, and operational flexibility that aligns with the longer-term objectives outlined in the TIRCP-funded Muni Metro Modernization Study.

The project is matched with over \$550 million in local, state and federal funds, and this TIRCP investments represents the last TIRCP money in to deliver the entire program.

Program completion is expected by 2034.

Key Project Ratings:

Cost per GHG Ton Reduced:	High
Increased Ridership:	High
Service Integration:	Medium-High
Improves Safety:	Medium-High
Project Readiness:	Medium-High
Funding Leverage:	High
Multi-Agency Coordination/Integration:	Medium-High
Priority Population Benefits:	High

21. San Joaquin Regional Rail Commission and San Joaquin Joint Powers Authority (SJRRRC and SJJPA)

Project: Bridging Rail Initiatives, Technology, and Education (BRITE)

Award:	\$70,868,000
Total Budget:	\$527,254,000

Estimated TIRCP GHG Reductions: **384,000 MTCO_{2e}**

This project will provide critical investment in projects needed to realize additional benefits on the Valley Rail Program through four major components:

- The Stockton Diamond Grade Separation component will construct a grade separation of Burlington Northern and Santa Fe Railway (BNSF Railway) and Union Pacific Railroad (UPRR) rail lines to reduce rail congestion and allow for an uninterrupted flow of passenger and freight rail traffic through the crossing. This project will improve operational efficiency by facilitating the seamless movement of freight and passenger trains through this vital junction, decreasing travel times for both. Its completion allows for additional rail frequencies for *Altamont Corridor Express* and Amtrak *San Joaquins* passenger trains. The project is coordinated with the Stockton Wye project, which improves rail access in the northwest quadrant of the diamond to both the Port of Stockton and to the San Joaquin St. station, where a new layover track will facilitate additional connections between Bay Area and Sacramento trains. Additionally, bicycle, pedestrian, and roadway improvements will be made to seven at-grade crossings in the City of Stockton. The Stockton South End Crossover component will construct crossover tracks and switches in the UPRR Stockton South Yard to ensure minimal disruption to the access to the BNSF and the Port of Stockton during the construction of the Stockton Diamond.
- The Madera HSR Station component will enhance passenger rail service within the region and enable high-speed rail (HSR) operation for the California HSR Early Operating Segment (EOS) between Merced and Bakersfield. This station will improve regional connectivity and provide residents with increased access to job opportunities and economic resources. It also will facilitate significantly higher ridership as high-speed services utilize the new station and connect to Southern California.
- The Rail Academy of Central California (TRACC) Workforce Development Program, which will provide and support the instruction of railroad industry courses, provide supplies, and facilitate engagement with potential students. TRACC will provide education and economic opportunities to underserved communities in San Joaquin County and neighboring areas by providing an education a streamlined program to prepare the community for high-paying job opportunities in the Railroad Industry. TRACC courses will be taught at the SJRRRC Regional Maintenance Facility in Stockton

Project completion is expected by 2028.

Key Project Ratings:

Cost per GHG Ton Reduced:	High
Increased Ridership:	Medium-High
Service Integration:	High
Improves Safety:	High
Project Readiness:	Medium-High
Funding Leverage:	High
Multi-Agency Coordination/Integration:	High
Priority Population Benefits:	Medium-High

22. Santa Barbara County Association of Governments (SBCAG)

Project: Santa Barbara County Charging Forward Project – Advancing Clean Mobility for the Central Coast

Award: \$51,130,000
Total Budget: \$107,313,029

Estimated TIRCP GHG Reductions: 154,000 MTCO_{2e}

This project includes three main components: Transit Electrification, Transit Transformation, and Transit Facility Improvement. The details of the three funded components of the Santa Barbara County Charging Forward Project are as follows:

- The Transit Electrification component includes the procurement of 23 zero-emission buses. This fleet expansion comprises sixteen 28-foot buses for City of Lompoc Transit, five 45-foot buses for Clean Air Express, and two 40-foot buses for Santa Barbara Metropolitan Transit District (SBMTD). The electrification efforts extend beyond the vehicles, with the installation of charging infrastructure to support these buses, including fast-charging stations at various transit hubs and maintenance facilities.
- The Transit Transformation component includes a BRT system, which will be implemented by Santa Maria Rapid Transit along the highly congested State Route 135/Broadway corridor in Santa Maria, featuring dedicated bus lanes, level boarding stations, signal priority, and other infrastructure to ensure faster, more reliable transit. Additionally, the introduction of a countywide integrated contactless fare system will streamline transit usage by creating a unified payment method across local transit operators and provide transfer discounts and facilitating better data collection on ridership.
- The Transit Facility Improvement component will upgrade multiple transit facilities across Santa Barbara County to accommodate the transition to electric vehicles and support future growth. This includes the construction of a new Operations and Maintenance building at SBMTD's Terminal 2 in Goleta, equipped with electric bus charging infrastructure, photovoltaic solar panels, and a microgrid battery storage system for energy resilience. Santa Maria Regional Transit (SMRT) will also receive upgrades, with additional electric bus charging stations at three key locations. The Santa Maria Regional Transit Center, SMRT Operations and Maintenance Yard, and City of Buellton Transfer Station will house the charging stations.

A sizable portion of the match funding for this project is provided by SB125 funding, with over \$34.6 million committed to delivering this suite of projects.

Project completion is expected by 2029.

Key Project Ratings:

Cost per GHG Ton Reduced:	High
Increased Ridership:	Medium
Service Integration:	Medium
Improves Safety:	Medium-High
Project Readiness:	Medium
Funding Leverage:	Medium
Multi-Agency Coordination/Integration:	Medium-High
Priority Population Benefits:	Medium

23. Sonoma-Marín Area Rail Transit District (SMART)

Project: Sonoma-Marín Area Rail Transit District (SMART) Rail and Pathway Corridor Project

Award:	\$81,000,000
Total Budget:	\$269,000,000

Estimated TIRCP GHG Reductions: **148,000 MTCO_{2e}**

This project will increase ridership and improve active transportation by adding new passenger rail service to Healdsburg. It upgrades the rail infrastructure to modern standards to support passenger commuter rail, short-line freight services, and a Class 1 non-motorized pathway within the publicly owned SMART right-of-way for pedestrians and bike riders. The project is led by SMART, in collaboration with the Sonoma County Transportation Authority and Regional Climate Protection Authority.

The upgrades include reconstructing the railway in two segments: a 5.5-mile section from Windsor to Healdsburg Depot, and a 3.3-mile segment from Healdsburg Depot to the Healdsburg city limits at Lytton Road. Enhancements will include new rail tracks, stations with amenities, freight spurs, improved crossings, broadband access, and federally mandated Positive Train Control (PTC). Additionally, the project features a paved bicycle and pedestrian pathway following Great Redwood Trail standards, supporting safe non-motorized travel.

The expansion addresses crucial transportation needs in North Sonoma County, providing residents and visitors with an environmentally friendly alternative to car travel for commuting, school, healthcare, and recreation. By activating an underutilized railroad, the project will alleviate congestion on regional highways like Highway 101 and foster economic growth by supporting affordable and workforce housing development near transit. Furthermore, it aims to improve safety by reducing auto traffic and offering a separated pathway for bike riders and pedestrians. The project also enhances the region's resilience by expanding broadband capacity for public use and providing critical infrastructure for emergencies such as wildfires or pandemics.

Project completion is expected by 2028.

Key Project Ratings:

Cost per GHG Ton Reduced:	Medium-High
Increased Ridership:	Medium-High
Service Integration:	Medium
Improves Safety:	Medium
Project Readiness:	Medium-High
Funding Leverage:	Medium
Multi-Agency Coordination/Integration:	Medium
Priority Population Benefits:	Medium

24. Southern California Regional Rail Authority (SCRRA)

Project: Eastern Maintenance Facility Development

Award:	\$44,796,000
Total Budget:	\$44,796,000

Estimated TIRCP GHG Reductions: **203,000 MTCO_{2e}**

This project increases ridership by constructing two service and inspection (S&I) tracks that allow four additional round trip rail services on Metrolink. It also completes the design phase for the full buildout of the Eastern Maintenance Facility in Colton. The project allows optimized servicing and staging of Metrolink trains to run more frequently in the morning and later into the evening while positioning trains to start service where and when service is desired.

The two additional S&I tracks would increase the storage and double the daily servicing capacity at the Eastern Maintenance Facility (EMF). This will ultimately allow two new round trips to be scheduled on the Inland Empire-Orange County Line (IEOC) and two new round trips to be scheduled on the San Bernardino Line (SBL). IEOC service would run between Riverside-Downtown and Laguna Niguel/Mission Viejo stations. SBL service would run between San Bernardino-Downtown and Los Angeles Union Station. This Increases frequency of trains making connections to the entire regional transit network at Union Station, including the state's planned high-speed rail system, other Metrolink lines, and regional airports.

Project completion is expected by 2032.

Key Project Ratings:

Cost per GHG Ton Reduced:	High
Increased Ridership:	Medium-High
Service Integration:	Medium
Improves Safety:	Medium
Project Readiness:	Medium
Funding Leverage:	Low
Multi-Agency Coordination/Integration:	Medium-High
Priority Population Benefits:	Medium

25. SunLine Transit Agency

Project: Bringing Easy Ticketing Solutions to the Coachella Valley

Award: \$612,200
Total Budget: \$612,200

Estimated TIRCP GHG Reductions: 35,000 MTCO₂e

This project increases ridership by making it easier to pay for transit trips. SunLine will procure and install an open loop, contactless payment system on all SunLine service vehicles, aligned with the California Integrated Travel Project (Cal-ITP).

Transit users in SunLine's service area will benefit from the improved accessibility of the contactless payment system, as well as the increased services made possible from the operational savings of the transition. Coachella Valley motorists will benefit from congestion reduction as ridership increases on SunLine which will reduce traffic and overall reduction in emissions which is critical in an area plagued with low air quality. Residents and visitors will benefit from the integrated payment system between SunLine and the planned Coachella Valley intercity rail line (CVR).

Project completion is expected by 2025.

Key Project Ratings:

Cost per GHG Ton Reduced:	High
Increased Ridership:	Medium-High
Service Integration:	Medium-High
Improves Safety:	Medium
Project Readiness:	Medium-High
Funding Leverage:	Low
Multi-Agency Coordination/Integration:	Medium
Priority Population Benefits:	Medium

26. Tulare County Association of Governments

Project: Cross Valley Express: Kings – Tulare County Regional Bus and Capital Infrastructure Plan

Award: \$59,100,000
Total Budget: \$60,930,000

Estimated TIRCP GHG Reductions: 459,000 MTCO₂e

This project will create an interconnected Kings and Tulare County by linking critical Central Valley cities Visalia, Hanford, and Lindsay via a new transit bus network, with statewide and additional regional connections through the Hanford *San Joaquins* station and the future Kings-Tulare High Speed Rail station. The funding request will support the procurement of eight zero-emission buses, along with the necessary electrical charging infrastructure, passenger shelters, and street improvements to enhance the overall transit experience. This investment is vital to improving access to jobs, housing, and services for the region's largely lower-income population, many of whom have limited vehicle access and need affordable public transit options.

The request focuses on two key components:

- The Cross Valley Express "core service" component will connect the Hanford Amtrak Station to the future High-Speed Rail (HSR) station of Kings/Tulare and the City of Lindsay in a pilot phase. It will

span over 40 miles along State Route 198 and 137, and provide service to five jurisdictions: Hanford, unincorporated Kings County, Visalia, Farmersville, and Lindsay. It will operate as a regional connector with a total of 10 planned stops, operating on 30-minute headways, 6 AM to midnight. It is projected to connect riders with the estimated 90,000 jobs along the corridor.

- The BRT service component will run 11 miles along State Route 63 between Visalia and Tulare, increasing connections between the two cities and the proposed Kings/Tulare HSR. Plans to prioritize the 8 planned stops along the route include the construction of median running bus lanes and Transit Signal Priority (TSP) intersection with the service operating every 30-minutes between 5:00am to 10:00pm.

By improving regional mobility, reducing travel times, and offering clean energy transit options, the Cross Valley Express will seamlessly integrate with existing local services and the future high-speed rail network. This phased approach is part of a long-term plan that could ultimately transition the bus service into a high-quality rail corridor, further strengthening connections between major cities in the San Joaquin Valley and beyond.

Project completion is expected by 2027.

Key Project Ratings:

Cost per GHG Ton Reduced:	High
Increased Ridership:	Medium-High
Service Integration:	High
Improves Safety:	Medium-High
Project Readiness:	Medium
Funding Leverage:	Medium-Low
Multi-Agency Coordination/Integration:	High
Priority Population Benefits:	Medium-High

27. University of California, Los Angeles (UCLA)

Project: UCLA/Westwood Zero Emission Transit Service Expansion: Deploying Wireless Charging at Scale

Award:	\$19,850,000
Total Budget:	\$34,950,041

Estimated TIRCP GHG Reductions: **15,000 MTCO_{2e}**

The project will achieve 100% electrification of UCLA's BruinBus and Medical Center bus fleets, expand transit services, and implement inductive wireless charging infrastructure on campus streets. It will include the purchase 8 zero-emission buses to operate the BruinBus service, which provides services to students, staff, and the general public, connecting with routes from seven other transit agencies. BruinBus routes are focused on linking major student residential neighborhoods, the Westwood Village commercial district, the Ronald Reagan UCLA Medical Center, academic buildings, and many other university facilities. UCLA will also be the host of the Olympic Village for the 2028 Olympic Games, which will require the daily transport of 15,000 athletes to competition venues around the Los Angeles region.

UCLA is partnering with CALSTART and Electreon Wireless, Inc. to implement the charging infrastructure. Static charging stations and dynamic inductive charging will be installed at key locations which are also

shared with other local transit agencies. The innovative charging technology provides static and dynamic wireless charging to any vehicle type, in any driving mode—while stationary, driving slowly, or driving at regular speeds on the roadway. This technology creates the opportunity to charge at more points throughout the day, in any location. The innovation being demonstrated in this project is of interest for its potential to have state-wide benefit if it were applied within more transit electrification projects, a consideration in the award selection.

Lastly, a Transit Hub will also be built between the bus depot and the new UCLA/Westwood station providing direct connectivity with LA Metro’s D Line light rail extension, which is planned for 2028. The extension will bring riders only 2/3 mile away from the center of campus and will be the first time that Southern California residents and visitors have a direct rail connection from Downtown Los Angeles to the Beverly Hills, Century City, and Westwood—the region’s second largest job center.

Project implementation is expected by 2028.

Key Project Ratings:

Cost per GHG Ton Reduced:	Medium-High
Increased Ridership:	Medium
Service Integration:	Medium
Improves Safety:	Medium
Project Readiness:	Medium
Funding Leverage:	Medium
Multi-Agency Coordination/Integration:	Medium-High
Priority Population Benefits:	High

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: December 5-6, 2024

From: TANISHA TAYLOR, Executive Director

Reference Number: 4.5, Information

Prepared By: Matthew Yosgott
Deputy Director

Published Date: November 22, 2024

Subject: Update on Applications Received for SB 1 Competitive Programs

Summary:

The California Transportation Commission (Commission) adopted the Local Partnership Competitive Program Guidelines, the Solutions for Congested Corridors Program Guidelines, and the Trade Corridor Enhancement Program Guidelines on August 15, 2024. The adopted guidelines included changes to create a cleaner, safer, healthier, and more equitable transportation system that supports the state's economic vitality, allows people to spend less time in congestion, and creates more mobility choices for all Californians, especially those from underserved communities. The adoption of the guidelines initiated a call for projects totaling \$1.5 billion across the three programs.

- Local Partnership Competitive Program applications were due on November 20, 2024. The Commission received 40 applications, valued at \$16.2 billion, with funding requests totaling \$550.96 million. The funding available for programming is \$195,670,000 for fiscal years 2025-26 and 2026-27.
- Solutions for Congested Corridors Program applications were due on November 19, 2024. The Commission received 19 applications, valued at \$18.3 billion, with funding requests totaling \$1.2 billion. The funding available for programming is \$480,956,000 for fiscal years 2025-26 and 2026-27.
- Trade Corridor Enhancement Program applications are due November 22, 2024; therefore, this book item will be updated prior to the Commission meeting with information about the applications. The funding available for programming is \$749,238,000 for fiscal years 2025-26 and 2026-27.

Staff will be evaluating these applications and intends to release the staff recommendations for each program on June 6, 2025.

Background:

The Road Repair and Accountability Act of 2017, or Senate Bill (SB) 1 (Beall, Chapter 5, Statutes of 2017), provided significant funds for transportation infrastructure, increased accountability for how transportation funds are spent, created new transportation funding programs, and augmented existing funding programs under the oversight of the Commission.

The Local Partnership Program provides \$200 million annually of state funds for projects for counties, cities, districts, and regional transportation agencies that have tax measures or fees dedicated solely to transportation improvements. Approximately 40 percent of funding is available for a competitive program and 60 percent for a formulaic program.

The Solutions for Congested Corridors Program provides \$250 million annually of state funds for projects designed to reduce congestion in highly traveled and highly congested corridors through performance improvements that balance transportation improvements and community impacts, and that provide environmental benefits.

The Trade Corridor Enhancement Program provides about \$400 million annually of state and federal funds for public freight infrastructure improvements on designated freight corridors and along other corridors that have a high volume of freight movement as determined by the Commission.

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: December 5-6, 2024

From: TANISHA TAYLOR, Executive Director

Reference Number: 4.6, Action

Prepared By: Jon Pray
Assistant Chief Engineer

Published Date: November 22, 2024

Subject: Adoption of the State Highway Operation and Protection Program Guidelines, Resolution #G-24-79

Recommendation:

Staff recommends the California Transportation Commission (Commission) adopt the State Highway Operation and Protection Program (SHOPP) Guidelines as proposed in Attachment B.

Issue:

The SHOPP funds projects to repair and rehabilitate conditions on the State Highway System and improve its operations. The SHOPP Guidelines describe the Commission's policies, standards, criteria, and procedures for the development, adoption, and management of the SHOPP.

The proposed amendments to the SHOPP Guidelines reinforce the Commission's commitment to transparency and accountability in the adoption and management of the SHOPP and are a result of collaboration with the California Department of Transportation (Caltrans), regional transportation planning agencies, the Commission's Equity Advisory Committee, and other stakeholders.

The Commission conducted three public workshops to engage stakeholders and solicit public input on the proposed changes to the guidelines. All workshops were hosted via webinar to facilitate convenient means of participation and maximize attendance.

The first workshop was held on April 10, 2024, and served as a kickoff workshop to inform the public about the update process and set the stage for future engagement. The second workshop was held on August 20, 2024, where draft changes were presented to the public for discussion and allowed the opportunity for attendees to provide feedback. The third workshop was held on October 1, 2024, where draft changes were distributed for review in advance of this workshop, with discussion and comment on the draft changes at the workshop.

The proposed changes to the guidelines are in response to feedback received at these workshops, as well as extensive collaboration with Caltrans, and will enable the Commission to provide better oversight and management of the SHOPP. The substantial changes include:

- Additional language to provide more clarity on SHOPP-eligible improvement projects in Section 12, including specific changes to better align SHOPP-eligible operational improvements with Federal Air Quality Conformity requirements.
- Additional language related to jointly funded projects in Section 21 to enhance transparency and ensure SHOPP funds are being used for SHOPP-eligible work.
- Additional language in Sections 29 and 40 to strengthen the management of SHOPP projects using Alternative Delivery methods (e.g. Construction Manager / General Contractor, Design-Build, Progressive Design-Build).
- Additional language in Section 49 to better align the guidelines with current practices related to time extensions.

The draft guidelines were presented to the Commission at its October 17-18, 2024 meeting, and, since that time, substantive changes that have been made are:

- Additional language has been added to Sections 10, 18 and 57 to ensure the inclusion of the recently enacted Senate Bill 960 (Weiner, 2024) requirements into the SHOPP processes.
- Additional language has been added to Section 12 to increase transparency when non-SHOPP projects are planned for locations where SHOPP projects are proposing shouldering widenings.
- The language in Section 21 has been clarified to maximize the benefits and efficiencies of using non-SHOPP funds to help accomplish SHOPP goals while ensuring SHOPP funds are being used for SHOPP-eligible work only.

Background:

Government Code Section 14526.5 authorizes the Commission to develop guidelines, in consultation with Caltrans, to implement the SHOPP. The SHOPP Guidelines were last updated at the May 2022 Commission meeting. Pursuant to the current SHOPP Guidelines, the Commission may amend the adopted Guidelines after first giving notice of the proposed amendment and conducting at least one public workshop.

Attachments:

- Attachment A: Resolution G-24-79, Adoption of the SHOPP Guidelines
- Attachment B: SHOPP Guidelines (a strikethrough version of this document is available on the Commission website [HERE](#) until December 6, 2024)

CALIFORNIA TRANSPORTATION COMMISSION
Adoption of the State Highway Operation and Protection Program Guidelines

RESOLUTION G-24-79

- 1.1 **WHEREAS**, Government Code section 14526.5(a) requires the California Department of Transportation (Caltrans) 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 Caltrans, to develop and adopt guidelines for the development, adoption, and management of the SHOPP; and
- 1.3 **WHEREAS**, the Commission last adopted updated SHOPP Guidelines on May 18, 2022; and
- 1.4 **WHEREAS**, the Commission held three public workshops to discuss revisions to the SHOPP Guidelines: one on April 10, 2024, one on August 20, 2024, and one on October 1, 2024; and
- 1.5 **WHEREAS**, the Draft SHOPP Guidelines were presented at the October 17-18, 2024 Commission meeting.
- 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

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CALIFORNIA TRANSPORTATION COMMISSION

STATE HIGHWAY OPERATION AND PROTECTION PROGRAM GUIDELINES

I. INTRODUCTION

1. Purpose

These guidelines describe the policies, 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 (SHSMP).
- b. Encourage engagement with diverse partners, stakeholders, and the public through a transparent program development and project selection process.
- c. Accelerate project delivery, to ensure efficient use of funds, and to address deferred maintenance on the state highway system.
- d. Establish allocation thresholds that the Commission determines are necessary to ensure efficiency and provide exceptions as needed so that projects are not unnecessarily delayed.
- e. 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 workshop.

8. Delegation of Authority

As of the date of these SHOPP Guidelines, the Commission has taken formal action to delegate certain authorities to Caltrans through the following resolutions:

- Resolution G-00-13: Project Development Costs
- Resolution G-19-01: Sub-allocation and Adjustment of Right of Way Capital
- Resolution G-19-05a: Sub-allocation and Adjustment of the SHOPP Minor Program.
- Resolution G-06-13: Allocation of Funds for Safety Projects.
- Resolution G-21-11: Funding Emergency Condition Response Projects.
- Resolution G-22-12: 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 and report on outreach conducted in the development of the SHOPP. This should include, but not be limited to, input from regional transportation and other public agencies, Native American tribal governments, non-governmental organizations, and members of the public 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. The Department shall meet the requirements for outreach described in Government Code Section 14526.8(b).

Pursuant to Streets and Highways Code Section 2030, 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. If the Department decides not to include complete streets facilities in a manner consistent with the Department's guidance, the justification for that decision shall be posted on the Department's public internet website, consistent with Government Code Section 14526.8(c).

Each new SHOPP document shall include a summary for each item listed above and how the proposed submittal of projects meets the above expectations.

Pursuant to Government Code Section 14526.8(a), the Department shall commit to specific 4-year targets to incorporate compete streets facilities into projects funded in the SHOPP.

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 as well as members of the public (initial draft of proposed SHOPP shall be provided in a tabular format upon request)	By December 7 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 as defined by Government Code Section 14526.5 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. All project work (excluding mitigation and minimal transitional improvements to conform to existing facilities) should be within the state highway system right of way boundaries.

For the purposes of the SHOPP Guidelines, a new traffic lane, as prohibited by Government Code Section 14526.5, shall be defined as the portion of the traveled way for the through movement of a single line of motor vehicles. In other words, the addition of a lane to widen a highway for the purpose of increasing the route's throughput capacity would not be eligible.

Examples of SHOPP-eligible operational improvements based on an engineer's analysis include, but are not limited to the following:

- a. Auxiliary lanes less than one mile in length near ramps and interchanges that allow for safe acceleration and deceleration of entering and exiting vehicles.
- b. Intersection modifications.
- c. Bicycle and pedestrian facilities.
- d. Slow moving vehicle lanes.
- e. Horizontal and vertical alignment improvements.
- f. Turning lanes including two-way left turn lanes.
- g. Intersection channelization improvements.
- h. Turnouts.
- i. Chain control and truck brake inspection sites.
- j. Shoulder improvements.*
- k. Traffic Management Systems.
- l. Traffic Management Centers.
- m. Multimodal corridor projects.

*Caltrans shall identify whether any non-SHOPP projects planned for the same or proximate location are currently undergoing environmental review.

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. Caltrans shall assign an editor to review and ensure the use of consistent, meaningful, and descriptive language across all projects.
- b. A unique project identification number provided by Caltrans.

- c. For projects on the state highway system, the route number and post-mile limits. For projects on four or more routes, the route and postmile limits will be “Var”, meaning various.
- 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:

- a. Project Approval and Environmental Document (PA&ED phase)
- b. Plans, Specifications, and Estimate (PS&E phase)
- c. Right of Way Support
- d. Construction Support
- e. Right of Way Capital
- f. Construction 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 (or Right of Way Status Statement for Design-Build projects)
- Start of Construction (signified as Approve Contract)

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 programming and allocations, 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.

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.

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.

Pursuant to Streets and Highways Code Section 164.6(b), the State Highway System Management Plan shall include specific quantifiable accomplishments, goals, objectives, costs, and performance measures for complete streets and transit priority facilities, consistent with the asset management plan required by Section 14526.4 of the Government Code.

Caltrans shall incorporate Climate Action Plan for Transportation Infrastructure (CAPTI) strategies as well as the Caltrans Equity Statement in the development and implementation of the State Highway System Management Plan to the maximum extent feasible while meeting the legal, statutory, and operational requirements of the State Highway System.

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 SHOPP and non-SHOPP Funding

If Caltrans and a local or regional agency agree, Caltrans may - if consistent with all applicable state and federal laws, regulations, and guidelines, and prioritized against other statewide needs consistent with the performance based decision making framework in the Transportation Asset Management Plan and the State Highway System Management Plan - recommend that a new project or a project cost increase be jointly funded from SHOPP and non-SHOPP funds and execute a cooperative agreement to reflect the agreed participations for the proposed improvements to be funded by each source for each project phase.

To ensure applicability of SHOPP funds for the proposed improvements, funds shall not be expended for a jointly funded project before the execution of a cooperative agreement detailing the funding commitment from each agency. The cooperative agreement shall clearly outline the budget contribution from each funding source for each project phase to ensure that SHOPP funds are used for SHOPP eligible work only. The cooperative agreement shall accompany any allocation request for SHOPP funds, and the allocation request shall document the funding contribution from all non-SHOPP sources.

Caltrans may propose to make a SHOPP financial contribution for SHOPP-eligible work on a locally administered project. This is known as a Financial Contribution Only project. Financial Contribution Only funds must comply with all other elements of the SHOPP Guidelines and are capped at the allocated amount without G-12 authority.

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 take effect upon adoption and 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-level Information

To allow for meaningful public engagement early in project development, project-level information will be provided beginning with all projects for which Project Initiation Documents are being developed for inclusion in the next SHOPP. At a minimum the information will include: the project description, a vicinity map, the proposed purpose of the project, target construction year, and project contact information. Caltrans shall develop, in consultation with the Commission, a format for portraying the project-level information on a publicly accessible website.

Project information must be updated as project scope, cost, schedule, and outputs are refined throughout the project development process.

26. 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 diverse partners, stakeholders, and the public as appropriate.

27. 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. Input from diverse partners, stakeholders, and the public should be considered when selecting projects for the SHOPP document. The Project Initiation Document for any new project proposed for programming in the SHOPP shall be made available to the public.

New projects may be amended in to the adopted SHOPP between SHOPP cycles at the discretion of the Commission. Prior to a request to add a new project that is not part of a reservation, as described in Section 43, Caltrans shall provide information to commission staff to show that the program has sufficient capacity, and to explain the need for a mid-cycle amendment, how local partners, stakeholders, and the public were engaged, and an explanation of how this project was prioritized against other statewide needs based on the performance-based decision-making framework in the Transportation Asset Management Plan and the State Highway System Management Plan.

28. Programming Project Components Sequentially

Caltrans may not begin project development work on a SHOPP project phase until funds for that phase are allocated. 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 determines that the component 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 Surface Transportation Block Grant 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 in the FTIP prior to construction allocation.

29. Programming of Alternative Delivery Method Projects

SHOPP projects may use an alternative delivery method (e.g. Construction Manager/General Contractor, Design-Build, Progressive Design-Build) in accordance with statutory authority. Projects using an alternative delivery method should identify the alternative delivery method at the time of programming. If an alternative delivery method is selected at a later date, the project shall be amended at the next Commission meeting.

30. 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 before the resources are needed. Design-Build contingency projects shall be fully funded after approval of the Environmental Document and prior to the release of a Request for Proposals. All other contingency projects shall be fully funded in accordance with Section 52 of these guidelines prior to the request for a construction allocation.

31. 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.

32. Completion of Environmental Process

The Commission may program funding for project right of way or construction only if it determines 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 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 exempt, a Caltrans determination of categorical exemption is required prior

to allocation of design, right of way, or construction funding. 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.

33. 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 funds must be expended proportionally with other funding, except as otherwise approved by the Commission. The Commission must approve non-proportional spending for the 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 increased (supplemental) allocation under the authority delegated to Caltrans by Commission Resolution G-22-12 until all other non-SHOPP funds committed to the project have been expended.

34. 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 rates as it deems appropriate.

VI. ALLOCATIONS

35. 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 120 percent of the programmed amount.

36. Emergency Condition Response Projects

Pursuant to Commission Resolution G-21-11 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.

37. Minor Projects

Pursuant to Commission Resolution G-19-05a, 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 Reservation in the SHOPP is for SHOPP-eligible projects only that are consistent with the Commission adopted Transportation Asset Management Plan.

38. 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:

- a. The Commission allocates the 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 construction support or construction capital allocation approval.
- e. Unless otherwise approved by the Commission in accordance with the Timely Use of Funds provisions, all construction capital allocations 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.

- f. Unless otherwise approved by the Commission in accordance with the Timely Use of Funds provisions, all allocations for support must initiate expenditure within six months of the date of allocation unless the Commission approves a project expenditure time extension.
- g. All programming and allocations will be made in units of \$1,000, and all allocation requests shall therefore be in units of \$1,000.
- h. The costs allocated for Caltrans construction projects presented to the Commission for an allocation vote shall be based on the engineer's final estimate. For alternative delivery projects, see Section 40.
- i. For support or construction allocation requests greater than 120 percent of the programmed amount, Caltrans shall submit a detailed request to the Commission for its approval.
- j. The allocation request shall 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, 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.
- k. 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.
- l. Allocations for projects using design-build or progressive design-build procurement may be combined to include design, right of way, and construction support and construction.
- m. If a project or project phase is ready for implementation earlier than the fiscal year that it is programmed, 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.

39. 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 within two commission meetings of determining that the threshold will be exceeded. 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.

40. Allocation of Alternative Delivery Method Projects

For Construction Manager / General Contractor projects, the Construction Manager contract costs during the preconstruction phases are considered preconstruction 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 phases will be allocated in the same manner as projects utilizing design-bid-build delivery.

If a Construction Manager / General Contractor project is divided into

separate work packages for delivery, the following guidelines apply:

- a. Work packages will be programmed in the SHOPP by the Commission through an amendment after receiving a request from Caltrans. These amendments will be allowed prior to, as well as, during the fiscal year of delivery.
- b. A list of the anticipated work packages with their delivery years and scopes of work must accompany the allocation request for the initial work package, and subsequent work package allocation requests must provide an updated list of the remaining anticipated work packages.
- c. Work packages shall be for severable portions of work, such that: Caltrans is not obligated to have the CMGC contractor construct any other portions of the work, and the magnitude of the remaining work packages would maintain the contractor's engagement for the remainder of the project. Conflicts with the work to be performed under subsequent work packages should be avoided.
- d. Allocations for work packages that do not have independent utility will not be approved unless the entire project is fully funded (i.e. the current cost estimate for the entire project is within the entire project's committed funding), and will not be allowed for contingency projects. Sub-work packages for segments with independent utility are allowed if the segment is fully funded. Amendments to fully fund Alternative Delivery projects will be allowed prior to, as well as, during the fiscal year of delivery. A work package will be considered to have independent utility if the proposed improvements are usable and a reasonable expenditure even if no additional transportation improvements in the area are made.
- e. Allocations for work packages will not be approved prior to the completion of NEPA and CEQA for the entire project.
- f. It is recommended that Caltrans engage Commission staff when considering work packages.

The Commission will consider allocation of construction funds for a Construction Manager / General Contractor project (or work package) when it receives an allocation request and recommendation from Caltrans. Prior to requesting a construction allocation for any work package or the entire project, the Commission expects the plans and specifications to be complete, an agreed to price has been reached with the contractor, constraints are cleared for environmental and right of way, and all necessary permits and agreements (including railroad construction and maintenance) are secured.

For Design-Build projects, the allocation for the Plans Specifications and Estimate phase may be used to fund up to 30 percent of the Plans Specifications and Estimate effort, the right of way requirement determination, and the development of the Request for Qualifications and

Request for Proposal. Contingency projects using the Design-Build delivery method shall be fully funded before the Request for Proposals is released. A construction support and construction capital allocation must be approved before releasing the Request for Proposal to short-listed Design-Build proposers. After approval of the Design-Build contract, the Design-Builder's design costs are funded by the construction capital allocation. Caltrans' oversight of the Design-Builder's design is funded by the construction support allocation.

For Progressive Design-Build projects, the preconstruction phases will be allocated in the same manner as projects utilizing design-bid-build delivery, and the construction phases may be allocated in the same manner as projects utilizing design-bid-build delivery or design-build delivery. The Progressive Design-Builder costs during the preconstruction phases are considered preconstruction phase expenditures. Upon award of the construction contract or the design-build contract, the expenditures will be reported as construction phase expenditures.

If a Progressive Design-Build project is divided into separate work packages (for construction only or for design and construction), the following guidelines apply:

- a. Work packages will be programmed in the SHOPP by the Commission through an amendment after receiving a request from Caltrans. These amendments will be allowed prior to, as well as, during the fiscal year of delivery.
- b. A list of the anticipated work packages with their delivery years and scopes of work must accompany the allocation request for the initial work package, and subsequent work package allocation requests must provide an updated list of the remaining anticipated work packages.
- c. Work packages shall be for severable portions of work, such that: Caltrans is not obligated to have the Progressive Design-Builder design or construct any other portions of the work, and the magnitude of the remaining work packages would maintain the Progressive Design-Builder's engagement for the remainder of the project. Conflicts with the work to be performed under subsequent work packages should be avoided.
- d. Allocations for work packages that do not have independent utility will not be approved unless the entire project is fully funded (i.e. the current cost estimate for the entire project is within the entire project's committed funding), and will not be allowed for contingency projects. Sub-work packages for segments with independent utility are allowed if the segment is fully funded. Amendments to fully fund Alternative Delivery projects will be allowed prior to, as well as, during the fiscal year of delivery. A work package will be considered to have independent utility if the proposed improvements are usable and a reasonable expenditure even if no additional transportation

improvements in the area are made.

- e. Allocations for work packages will not be approved prior to the completion of NEPA and CEQA for the entire project.
- f. It is recommended that Caltrans engage Commission staff when considering work packages.

The Commission will consider allocation of construction funds for a Progressive Design-Build project (or work package) when it receives an allocation request and recommendation from Caltrans. Construction allocations for Progressive Design-Build projects may fund design and construction, or construction only, depending on how the contracts are structured, and must be based on an agreed to price that has been reached with the contractor. If the allocation request is for construction only, the Commission expects the plans and specifications to be complete, constraints are cleared for environmental and right of way, and all necessary permits and agreements (including railroad construction and maintenance) are secured.

41. Nondiscrimination

Caltrans assumes responsibility and accountability for the use and expenditure of program funds. Caltrans must comply with all relevant federal and state laws, regulations, policies, and procedures.

Caltrans will ensure that no person or group(s) of persons shall, on the grounds of race, color, national origin, sex, age, disability, limited English proficiency, or income status, be excluded, or otherwise subject to discrimination, related to projects programmed and allocated by the Commission, regardless of whether the programs and activities are federally funded. Caltrans will comply with all Federal and State statutes and implementing regulations relating to nondiscrimination.

A current list of current Title VI/nondiscrimination and related authorities is available on the Commission's website at: www.catc.ca.gov.

VII. MANAGEMENT & DELIVERY OF THE SHOPP

42. 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, schedule, and outputs consistent with the Transportation Asset Management Plan and State Highway System Management Plan.

43. 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.

44. Management of Minor Projects

Pursuant to Commission Resolution G-19-05a, 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.

45. 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.

46. 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 programmed 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. Work on an allocated phase may continue.
- 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 by the deadline, the allocated funds will be rescinded, and a new allocation request must be submitted to the Commission for approval.
- 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 after the award of the contract 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 timely use of funds requirements for the construction support phase is considered complete 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.
- f. Programmed phases that have lapsed or been de-programmed, as well as allocated funds that are rescinded, shall be reported to the Commission at the next Commission meeting.

47. 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 programmed 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. Work on an allocated phase may continue.
- 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 by the deadline, the allocated funds will be rescinded and a new allocation request must be submitted for Commission approval.
- 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. The Right of Way phase is deemed complete when

the construction contract is complete (accepted).

- 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. Caltrans must submit justification for an extended timeline beyond the 72 months.
- 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.
- f. Programmed phases that have lapsed or been de-programmed, as well as allocated funds that are rescinded, shall be reported to the Commission at the next Commission meeting.

48. 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 programmed 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. For the purpose of this section, the timely use of funds requirements for the construction capital phase is considered complete at construction contract acceptance.
- 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.
- f. Programmed phases that have lapsed or been de-programmed, as well

as allocated funds that are rescinded, shall be reported to the Commission at the next Commission meeting.

49. 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. Pursuant to Section 52 of these Guidelines, Caltrans is prohibited from submitting a SHOPP amendment for a programmed project or project phase that is programmed in the current fiscal year.
- b. Acceptable time extensions are identified as:
 - Allocation Time Extension – An extension of the allowable time for a phase to be allocated beyond the end of the fiscal year in which the phase is programmed.
 - SHOPP Pre-Construction Completion Time Extension – An extension of the allowable time for a pre-construction phase (PA&ED, PS&E, or Right of Way Support) to complete expenditures beyond the required 36 months or longer as approved at the time of allocation.
 - Contract Award Time Extension – An extension of the allowable time to award the construction contract beyond the required six months.
 - SHOPP Construction Completion Time Extension – An extension of the allowable time to complete the construction contract beyond the required 36 months or longer as approved at the time of allocation. Approval of a SHOPP Construction Completion Time Extension shall serve as approval to extend both Construction Capital and Construction Support.
- c. The Commission may allow a one-time extension of up to 20-months for unforeseen and extraordinary circumstances beyond the control of Caltrans and only for the period of delay directly attributable to the extraordinary circumstance. Exceptions to the one-time extension may be considered on a case-by-case basis for risks that materialize after approval of the initial time extension (e.g. extreme weather events, declared disasters and emergencies, etc.), and will only be allowed for durations that would keep the total additional time within the 20-month limit.
- d. Except for the allocation of funds and the award of a construction contract, the request to extend the deadline for any of the above must be submitted to the Commission prior to the expiration date, otherwise the funds will lapse. 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. For the award of the

construction contract, the time extension must be approved by the Commission within one Commission meeting after expiration, otherwise the funds will lapse.

- e. Allocation time extensions greater than 12 months should be submitted to the Commission for approval by the May Commission meeting of the year the funds are programmed.
- f. Time extension requests should describe the unforeseen and extraordinary circumstances that justify the extension and identify the delay directly attributable to that circumstance.

VIII. CHANGE MANAGEMENT

50. 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 allocated and above Commission delegated thresholds established in Resolution G-22-12 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. No adjustments to support or construction capital will be made by Caltrans beyond the authority delegated by Commission Resolution G-22-12.
- c. Changes to programmed project outputs and project description, and postmile changes of 0.1 mile or greater must be approved by the Commission.
- d. Except where specified in Section 40, 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. These types of amendments are adjustments that may be incorporated into the Commission's allocation action.

51. Managing Within the Commission's Delegated Authority

Pursuant to the Commission Resolution G-22-12, the Caltrans Director is

delegated authority to increase the Commission-approved project phase values within pre-established thresholds.

52. Changes via Commission Amendment

Consistent with the Transportation Asset Management Plan and the State Highway System Management Plan, any programmed, unallocated project phase may be updated before the programmed fiscal year of that phase via an amendment request. 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.

Contingency projects may be amended during the year of delivery to program previously unauthorized construction funds. When a contingency project is converted to a fully programmed project during the year of delivery, the programmed amounts must match the amounts that were approved in the latest adopted SHOPP document and subsequent amendments.

53. 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 and SHSMP, 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-22-12 parameters. Any project component that has expended its allocation plus its G-22-12 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 in order to be included in the adopted SHOPP.

54. Pre-Apprenticeship Training Program

Pursuant to Streets and Highway Code Section 2038, the California Department of Transportation when receiving Road Maintenance and Rehabilitation Account funds must follow the guidelines developed by the California Workforce Development Board that address participation and investment in, or partnership with, new or existing pre-apprenticeship training programs.

IX. REPORTING & ACCOUNTABILITY

55. 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 \$50 million or greater adopted in the 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 within six months of when the change is approved by the Commission.
- c. Each Baseline Agreement shall be signed by the District Director, the Department’s Director, and the Commission’s Executive Director.
- d. In accordance with the SB 1 Accountability and Transparency Guidelines, the Department shall request the Commission to approve all SB 1 SHOPP Baseline Agreements at a regular Commission meeting, within six months after a project has achieved the PA&ED milestone.
- e. SB 1 SHOPP Baseline Agreements will not be required for SHOPP Emergency Response projects (delegated under Commission Resolution G-21-11) that are necessary to respond promptly to damages to the state highway system caused by floods, slides, earthquakes, fires, and other significant events.

56. Report on Targets and Performance Measures

- a. Pursuant to Government Code Section 14526.7(b) and Streets and Highways Code 2032.5, Caltrans shall report annually 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 the report no later than June 1 of each fiscal year.
- b. 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.
- c. The Commission may make recommendations for improvement and may withhold future project allocations if it determines program funds

are not being appropriately spent.

- d. The Commission shall include any findings in its annual report to the Legislature pursuant to Government Code Section 14535.

57. Report on SHOPP Projects

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.

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. The report shall include a list of completed projects with the following information:

- a. Project identifier.
- b. The location and type of work.
- c. By phase, the funds initially programmed, allocated, and expended.
- d. Planned project outputs at programming, construction allocation, and actual outputs at the time the construction contract was accepted.
- e. Date construction contract was accepted (CCA).
- f. A narrative for projects with a change in project outputs between construction allocation and CCA that explains reasons for the change. Cost changes associated with the change in outputs shall be provided to the Commission as requested.
- g. A description of complete streets facilities, including pedestrian, bicycle, and transit priority facilities, on each project, including the number, extent, cost, and type of the facilities.

58. 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 annually, in writing, to the Commission by November 1st.

X. APPENDICES

59. 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
SHSMP State Highway System Management Plan
TAMP Transportation Asset Management Plan

60. 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-19-05a, G-06-13, G-21-11, and G-22-12.
- 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.

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: December 5-6, 2024

From: TANISHA TAYLOR, Executive Director

Reference Number: 4.7, Action

Prepared By: Laura Pennebaker
Deputy Director

Published Date: November 22, 2024

Subject: Vehicle Weight Safety Study Update and Task Force Membership Recommendations

Recommendation:

California Transportation Commission (Commission) staff recommends the Commission approve the membership for the Vehicle Weight Safety Study Task Force (Task Force), as reflected in Attachment A, and direct staff to convene meetings of the Task Force as necessary.

Issue:

Assembly Bill 251 (Ward, 2023) added Section 14527.3 to the California Government Code, directing the Commission to convene a Task Force to study the relationship between vehicle weight and road user injuries and fatalities, as well as other related topics. The Task Force shall consist of state agencies, local transportation agencies, safety advocates, and representatives from the automobile industry.

Staff has prepared the Task Force membership proposal (Attachment A) in accordance with the statute and after incorporating feedback from subject matter experts and stakeholders. Staff proposes the attached membership to represent diverse and balanced perspectives.

Staff will facilitate Task Force meetings and public workshops on an as needed basis through early 2026. Staff anticipates circulating the draft Vehicle Weight Safety Study for public comment in fall 2025 and presenting the final proposed Vehicle Weight Safety Study to the Commission for approval in December 2025.

Background:

California Government Code Section 14527.3 directs the Vehicle Weight Safety Study Task Force to prepare a report summarizing its findings and recommendations, to be submitted to the California State Legislature by January 1, 2026, that includes the following topics:

1. An analysis of the relationship between passenger vehicle weight and vulnerable road user injuries and fatalities.

2. An analysis of the relationship between passenger vehicle weight and degradation of road infrastructure.
3. A discussion of how a passenger vehicle weight fee may change driver behavior.
4. A discussion of how any revenues generated by the imposition of a passenger vehicle weight fee could be directed to enhance road infrastructure that increases safety for pedestrians, bicyclists, and other vulnerable road users.
5. An analysis of the equity considerations relating to different population groups in the State, including persons of various demographic groups, persons residing in various regions of the State, persons with low incomes, and persons using a vehicle for commercial use versus personal use, and any appropriate adjustments for these considerations.

The Commission is directed, in consultation with relevant agencies, to take into consideration the differential weights of comparable zero-emission passenger vehicles and internal combustion engine passenger vehicles and the existing incentives and environmental goals to promote zero-emission vehicle adoption.

The Commission has contracted with the University of California at Berkeley to compile relevant research literature, passenger vehicle data, and other sources, and summarize findings to inform the development of the Vehicle Weight Safety Study.

Attachments:

- Attachment A: Vehicle Weight Safety Study Task Force Membership Recommendations

ATTACHMENT A

Vehicle Weight Safety Study Task Force Membership Recommendations

State Agencies

1. California Office of Traffic Safety
2. California Department of Motor Vehicles
3. California Highway Patrol

Local Agency Consortiums

4. California City Transportation Initiative
5. California State Association of Counties

Automotive Industry

6. Alliance for Automotive Innovation
7. California New Car Dealers Association
8. American Automobile Association (AAA)

Road User Safety Organizations

9. Streets for All
10. American Association of Retired Persons (AARP) California
11. Active San Gabriel Valley
12. National Federation of the Blind of California

Research Organization

13. Safe Streets Research

Business and Labor Organizations

14. California Farm Bureau
15. United Contractors

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: December 5-6, 2024

From: TANISHA TAYLOR, Executive Director

Reference Number: 4.9, Action

Prepared By: Ahmed Ghonim
Assistant Deputy Director

Published Date: November 22, 2024

Subject: Amendment to Procedure for Leasing Airspace to Private Entities
Resolution G-24-14A, Superseding Resolution G-24-14)

Recommendation:

Commission staff recommends that the California Transportation Commission (Commission) approve the attached Resolution G-24-14A, which supersedes and replaces Resolution G-24-14, establishing a revised procedure for executing airspace leases to private entities.

Issue:

The California Department of Transportation (Department) issued a press release on November 8, 2024, announcing key changes to the airspace lease program. The Commission's resolution is being amended to integrate these changes, ensuring their effective implementation and adherence.

The Department's press release and the revised resolution includes several key provisions that will sustain the integrity of California's transportation infrastructure. These changes are detailed below:

- No Open Storage near Structure(s) - Caltrans will cancel existing open storage leases under, over, or next to structures that conflict with the Federal Highway Administration (FHWA) policy and regulations per the Code of Federal Regulations.
- No Flammable Materials near Structure(s)- Flammable materials are prohibited in the airspace property under, over, or within adjacent properties.
- No Non-Operable Vehicles near Structure(s) - Non-operable vehicle storage shall be prohibited directly adjacent to, or on sites within any areas under or over structures.
- Restricted parking for Electric Buses under or near Structure(s) - The parking of Electric buses next to or on sites within any areas under or over highway structures is restricted.

- Liability Insurance Increase - In areas under, over, or next to the structure(s), the liability insurance threshold shall be increased to 20 million dollars (including Commercial General Liability policy plus umbrella). In all other areas, the insurance requirement will remain 5 million dollars.
- Limitation on New Lease Uses/Lessee near Structure(s) - Caltrans will limit new lessees to government entities; or limit uses to wireless, clean energy connectivity, and utility infrastructure use for sites under, over, or next to the structure(s).
- Prohibit Construction of New Permanent Buildings - New permanent buildings on leased airspace sites will be prohibited.
- Evaluate Leases for Potential Cancellation and for Demolition of Existing Buildings near Structure(s) - Caltrans will review leases to evaluate whether non-renewal or cancellation of leases inconsistent with the new policy is possible, given the existing lease language. Leases for buildings near Caltrans' structures will also be evaluated for non-renewal or cancellation.
- Increase Reliance on Encroachment Permits - When possible, Caltrans will prioritize issuing encroachment permits as the controlling Right of Way Use Agreement document for the alternative use of operating right of way. This minimizes the creation of more complex, Landlord/Tenant relationships when not necessary.
- Exceptions from Policy- Caltrans has developed a process to permit exceptions to the policy that continue to maintain the safety/operational standards to support the state highway system.

These updates are aimed to enhance the protection of the State's transportation system.

Background:

On November 11, 2023, a fire occurred under the Interstate 10 overpass near the intersection of 14th Street and Lawrence Street in Los Angeles, California (referred to as the Lawrence Airspace Lease hereinafter). This incident resulted in the closure of a segment of the freeway, a route traversed by approximately 300,000 vehicles daily. Immediately following the fire, crews from the Department, along with two contractors, worked around-the-clock to clear fire debris from the site and shore up the support pillars for the overpass. The Department successfully reopened the freeway on November 19, 2023, although repair work continued for several more months.

In response to the incident, on May 30, 2024, the Independent Office of Audits and Investigation released an audit report revealing significant deficiencies in the Department's management of the Lawrence Airspace Lease. Since then, the Department has made substantial efforts to address the audit findings including a thorough reevaluating of its policies regarding airspace leases near transportation structures. This reevaluation involved reassessing the risks and benefits associated with such leases. The Department has also continued to update its policies and guidance regarding airspace leases.

Attachments:

- Attachment A: Resolution G-24-14A (Procedure for Leasing Airspace to Private Entities)
- Attachment B: Airspace Program Changes

CALIFORNIA TRANSPORTATION COMMISSION
Procedure for Leasing Airspace to Private Entities

RESOLUTION G-24-14A
Amending Resolution G-24-14

- 1.1 WHEREAS Section 104.12 of the Streets and Highways Code authorizes the California Department of Transportation (Department) to execute airspace leases with private entities utilizing an airspace site above or below State route or the interstates. The airspace leases are to be executed in accordance with procedures prescribed by the California Transportation Commission (Commission); and
- 1.2 WHEREAS Section 30410 of the Streets and Highways Code authorizes the Director, upon such terms and subject to such reservations as are first approved by the Commission, to execute airspace leases, sell, exchange or otherwise dispose of property acquired pursuant to the California Toll Bridge Authority Act and no longer necessary for Toll Bridge purposes or whenever it is for any other reason in the public interest to do so; and
- 1.3 WHEREAS Section 2163 of the Public Utilities Code authorizes the Department to dispose of any property, airport, air navigation facility, or portion or interest, acquired pursuant to the State Aeronautics Act (PUC S21001 et seq.), by sale, lease or otherwise; and
- 1.4 WHEREAS Section 104.12 of the Streets and Highway Code mandates that airspace leases with private entities are to be made only after competitive bidding unless the California Transportation Commission finds by unanimous vote that in certain cases competitive bidding would not be in the best interest of the State; and
- 1.5 WHEREAS Title 23 of the Code of Federal Regulations, Section 710.405 (23 CFR §710.405) requires all real property interest within the right of way limits to be devoted exclusively to the purpose of that facility unless such non-highway alternative uses are permitted by Federal law or approved by the Federal Highway Administration (FHWA); and

- 1.6 WHEREAS 23 CFR §710.403 requires current fair market value to be charged for the use or disposal of all real property interests except where it is specifically authorized under the regulation; and
- 1.7 WHEREAS 23 CFR §710.405 requires that leases to contain provisions that ensure the safety and integrity of a facility, identify the design and location of the non-highway use, provide for adequate insurance to hold the State of California and FHWA harmless, and other requirements stipulated in the regulation.
- 2.1 NOW THEREFORE BE IT RESOLVED that the Commission, in the best interest of the State of California, may authorize the use of a Letter of Understanding and Offer and Proposal format for the awarding of long-term airspace leases in cases where competitive bidding is not employed. These airspace leases shall be subject to unanimous approval by the Commission. Any further extension beyond the original terms of these airspace leases require unanimous approval by the Commission and shall not be granted through any other means; and
- 2.2 BE IT FURTHER RESOLVED that any extension beyond the original terms of a competitively bid airspace lease shall require Commission unanimous approval and shall not be granted through any other means; and
- 2.3 BE IT FURTHER RESOLVED that the Director of Transportation is authorized to execute short-term non-bid, non-developmental airspace leases for construction projects on both State routes and interstates. These agreements shall not exceed a maximum term of three years. These agreements are specifically designated for sites utilized by contractors engaged in services for the construction and maintenance of the State routes and interstate system near the airspace site under consideration. Any extension of these airspace leases require unanimous approval by the Commission and shall not be granted through any other means; and
- 2.4 BE IT FURTHER RESOLVED that the Director of Transportation is authorized to execute short-term non-bid airspace leases up to a period of six months for noncomplex and nondevelopment use. Any further extension of these airspace leases require unanimous approval by the Commission and shall not be granted through any other means; and

- 2.5 BE IT FURTHER RESOLVED that the Director of Transportation is authorized to execute month-to-month leases for Park and Ride lots with nonprofit organizations; and
- 2.6 BE IT FURTHER RESOLVED that the Department shall implement program changes that protect the public and the state's transportation infrastructure. The program changes are outlined in attachment B. These changes are consistent with the Department's press release dated November 8, 2024
- 2.7 BE IT FURTHER RESOLVED that the Department shall submit quarterly reports to the Commission for all airspace lease sites. These reports will serve to demonstrate the Department's compliance with the stipulations outlined in this resolution, as well as adherence to the Department's own manuals, guidance, and procedures, and relevant State and Federal laws and regulations governing airspace leases and management.
- 2.8 BE IT FURTHER RESOLVED that the airspace quarterly reports shall comprehensively document all existing airspace leases. The Department, in consultation with the Commission, will develop the quarterly report format to ensure thorough inclusion of all necessary data and information including: the Department's responsible District, parcel number and address, route, tenant's information, begin and end date of agreements, specified use outlined in each agreement, lease amount, required inspection frequency, date of last inspection, whether the agreement was competitively bid or directly negotiated, location in relation to highway (above or below), proximity to structures, any violations or safety risks noted during last inspection, and any other pertinent information as requested by the Commission; and
- 2.9 BE IT FURTHER RESOLVED that the airspace quarterly report shall document upcoming advertisements for airspace right of way use to be competitively bid, upcoming training initiatives to enhance the monitoring and management of airspace leases, and any updates to guidance, policies, and manuals. The Department shall provide how it is actively overseeing the proper execution, management, and monitoring of airspace leases; and
- 2.10 BE IT FURTHER RESOLVED that the airspace quarterly report shall include an action plan addressing airspace leases safety risk, violations, and known unauthorized encroachments. The action plan should demonstrate the

expeditious pursuit of administrative action when necessary to uphold public safety and safeguard the transportation system.

- 2.11 BE IT FURTHER RESOLVED that the payment of brokers' commissions as inducement for building development is permitted to licensed real estate brokers who assist in the development of airspace sites; and
- 2.12 BE IT FURTHER RESOLVED that the Director of Transportation is authorized to directly negotiate and execute long term development agreements for locations where only one telecommunication (wireless) carrier has indicated an Interest. These agreements may involve cash payments with no "in-kind" payments. In instances where "in-kind" payments become necessary, each agreement will be individually reviewed by the Department and require approval by the Commission; and
- 2.13 BE IT FURTHER RESOLVED that the Department has the authority to enter into revenue sharing agreements with any underlying fee owner, which would require that all telecommunication sites comply with the terms of the department's Master License Agreement and that the Base License Fee would be split 50-50. The Base License Fee must be no less than the rate established by the Master License Agreement unless the underlying fee owner requires higher rate. The fee would only be shared with the underlying fee owner if they submitted a specific request for a portion of the fee, and only if the easement document is for highway purposes only; and
- 2.14 BE IT FURTHER RESOLVED that the Commission has reviewed and revised the Master License and Site License agreements in May 2022, for the telecommunications (Wireless) program; the next review and possible revision will occur no later than May 2027 and every five-years thereafter; and
- 2.15 BE IT FURTHER RESOLVED that the Director of Transportation is authorized to establish policies and procedures setting forth the specific terms and guidelines within which to administer the development of airspace as prescribed in this resolution and in accordance with state and federal laws and regulations and;
- 2.16 BE IT FURTHER RESOLVED that Resolution G-24-14 is hereby replaced.

The California Department of Transportation (Department) issued a [press release](#) on November 8, 2024, outlining key changes to the airspace program. The Department shall implement these changes as outlined below:

- No Open Storage near Structure(s) - Caltrans will cancel existing open storage leases under, over, or next to structures that conflict with the Federal Highway Administration (FHWA) policy and regulations per the Code of Federal Regulations.
- No Flammable Materials near Structure(s)- Flammable materials are prohibited in the airspace property under, over, or within adjacent properties.
- No Non-Operable Vehicles near Structure(s) - Non-operable vehicle storage shall be prohibited directly adjacent to, or on sites within any areas under or over structures.
- Restricted parking for Electric Buses under or near Structure(s) - The parking of Electric buses next to or on sites within any areas under or over highway structures is restricted.
- Liability Insurance Increase - In areas under, over, or next to the structure(s), the liability insurance threshold shall be increased to 20 million dollars (including Commercial General Liability policy plus umbrella). In all other areas, the insurance requirement will remain 5 million dollars.
- Limitation on New Lease Uses/Lesseees near Structure(s) - Caltrans will limit new lessees to government entities; or limit uses to wireless, clean energy connectivity, and utility infrastructure use for sites under, over, or next to the structure(s).
- Prohibit Construction of New Permanent Buildings - New permanent buildings on leased airspace sites will be prohibited.
- Evaluate Leases for Potential Cancellation and for Demolition of Existing Buildings near Structure(s) - Caltrans will review leases to evaluate whether non-renewal or cancellation of leases inconsistent with the new policy is possible, given the existing lease language. Leases for buildings near Caltrans' structures will also be evaluated for non-renewal or cancellation.
- Increase Reliance on Encroachment Permits - When possible, Caltrans will prioritize issuing encroachment permits as the controlling Right of Way Use Agreement document for the alternative use of operating right of way. This minimizes the creation of more complex, Landlord/Tenant relationships when not necessary.
- Exceptions from Policy- Caltrans has developed a process to permit exceptions to the policy that continue to maintain the safety/operational standards to support the state highway system.

MEMORANDUM

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 5-6, 2024

From: STEVEN KECK, Chief Financial Officer

Reference Number: 2.5f., Information Item

Prepared By: Keith Duncan, Chief
Division of Budgets

Subject: **INFORMATIONAL REPORTS – DELEGATED ALLOCATIONS**
EMERGENCY G-21-11, SHOPP G-03-10 SAFETY, AND MINOR G-19-05a

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) - \$45,995,000 for construction and \$8,459,000 for construction engineering for 14 emergency construction projects, pursuant to the authority granted under Resolution G-21-11.
- 2.5f.(3) - \$14,503,000 for construction and \$4,641,000 for construction engineering for six safety projects, pursuant to the authority granted under Resolution G-03-10.
- 2.5f.(4) - \$824,000 for one State Highway Operation and Protection Program (SHOPP) Minor A projects, pursuant to the authority granted under Resolution G-19-05a.

As of November 01, 2024, the Department has allocated or sub-allocated the following for construction in the Fiscal Year 2024-25:

- 2.5f.(1) - \$120,067,000 for 47 emergency construction projects.
- 2.5f.(3) - \$198,386,000 for 16 safety delegated projects.
- 2.5f.(4) - \$5,232,000 for five SHOPP Minor A projects.

BACKGROUND:

The Commission, by Resolution G-11, as amended by resolution G-21-11, delegated to the Department authority to allocate funds to correct certain situations caused by floods, slides, earthquakes, material failures, slip outs, unusual accidents or other similar events.

“Provide a safe and reliable transportation network that serves all people and respects the environment.”

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-21-11. 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-19-05a authorizes the Department to sub-allocate funds for Minor projects. At the June 2024 meeting, the funding and project listing for the FY 2024-25 Lump Sum Minor Construction Program was approved by the Commission under Resolution FM-23-06.

The SHOPP, as approved by the Commission, is a four-year program of projects with the total annual proposed expenditures limited to the biennial Commission-approved Fund Estimate. The Commission, subject to monthly reporting and briefings, has delegated to the Department the authority to 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

"Provide a safe and reliable transportation network that serves all people and respects the environment."

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 Allocation				
1 \$5,000,000 Mendocino 01-Men-1 82.1/82.9	Near Rockport, from 0.9 mile south of Juan Creek Bridge to Juan Creek Bridge. Beginning January 31, 2024, a large storm impacted the region resulting in heavy rainfall coupled with large surf and wave action. This resulted in a large slip-out at PM 82.58 that compromised the surface drainage and roadway stability. Damage was also discovered at the Union Landing Viaduct at PM 82.1 with damage to the viaduct structure and adjacent retaining wall. This project will reconstruct and stabilize roadway, install micropiles, repair retaining wall and viaduct, restore drainage systems, and provide erosion control. Additional work is needed at the viaduct location as the slide continues to move. This supplemental is necessary to install barrier rail, extend retaining wall, and construct additional support required for the reconstruction of the north approach slab of the viaduct. Also, at the other location, change in disposal site increased the cost significantly as trucking distances increased.	01-4906 SHOPP/23-24 CON ENG \$0 CONST \$5,000,000 0124000162 3,4 0P070 Emergency	505-3290 RMRA 20.10.201.130 2017-18 802-3290 RMRA 20.20.201.130	\$0 \$5,000,000
<u>Performance Measure:</u> 2.0 Location(s) Construction funds allocated: Initial G-11 Allocation 03/25/2024: \$6,500,000 Supplemental G-11 Allocation 09/16/2024: \$5,000,000 Revised Allocation: \$11,500,000				
2 \$16,315,000 Various 02-Var-Var Var	In Plumas, Shasta, Tehama, and Butte Counties, at various locations. On July 24, 2024, the Park Fire began as a result of arson northeast of Chico. The fire has burned nearly 430,000 acres and is still burning. It caused damage to guardrail, signs, and four culverts. The purpose of this project is to provide traffic control, remove hazard trees, replace culverts, place erosion control, and replace damaged guardrail and signs. After the fire was contained, damage assessments were updated. The amount of hazard trees that need to be removed went up from 680 to 6000. Drainage quantities have also gone up. In addition, the Water Board has mandated that the erosion control measures be placed within all right of way spanning 30 miles of burnt area in both directions.	02-3929 SHOPP/24-25 CON ENG \$1,800,000 CONST \$14,515,000 0225000010 3,4 1K900 Emergency	505-3290 RMRA 20.10.201.130 2017-18 802-3290 RMRA 20.20.201.130	\$1,800,000 \$14,515,000
<u>Performance Measure:</u> 6.0 Location(s) Construction funds allocated: Initial G-11 Allocation 08/22/2024: \$3,530,000 Supplemental G-11 Allocation 10/09/2024: \$16,315,000 Revised Allocation: \$19,845,000 (Additional \$12,000 was allocated for Right of Way purposes.)				

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				
3 \$1,250,000 Butte 03-But-32 R17.45/37.749	Near Chico, from 0.5 mile west of Santos Ranch Road to 0.8 mile east of Humboldt Road. On July 24, 2024, the Park Fire began as a result of arson northeast of Chico. As of August 12, 2024, the fire has burned nearly 429,000 acres. It caused damage to trees, fencing, pavement, ditches, and signs. The purpose of this project is to remove hazard trees, repair pavement, replace damaged fencing, guardrail and signs, install catch basins and debris racks, and place erosion control. <u>Performance Measure:</u> 5.0 Location(s) Construction funds allocated: Initial G-11 Allocation 09/13/2024: \$1,250,000	03-2125 SHOPP/24-25 CON ENG \$250,000 CONST \$1,000,000 0325000029 3,4 1N440 Emergency	505-3290 RMRA 20.10.201.130 2017-18 802-3290 RMRA 20.20.201.130	\$250,000 \$1,000,000
4 \$620,000 Butte 03-But-70 16.63	Near Oroville, at Garden Drive Overcrossing No. 12-0166. On September 17, 2024, the overcrossing was hit in the westbound direction by a truck hauling a backhoe. The collision damaged the bridge girder and one lane was closed to traffic. This project will repair the damaged girder. Abatement is being sought from the responsible party. <u>Performance Measure:</u> 1.0 Location(s) Construction funds allocated: Initial G-11 Allocation 10/21/2024: \$620,000	03-2310 SHOPP/24-25 CON ENG \$140,000 CONST \$480,000 0325000041 3,4 1N500 Emergency	505-3290 RMRA 20.10.201.130 2017-18 802-3290 RMRA 20.20.201.130	\$140,000 \$480,000
5 \$795,000 San Mateo 04-SM-280 R23.18/R23.28	In Daly City, from King Drive to 0.1 mile north of King Drive. A sinkhole was reported on August 8, 2024. On August 14, 2024, an investigation team conducted a site visit and identified the sinkhole. This project will import borrow, backfill the sinkhole, abandon the existing underdrain with grout, and reconstruct the pavement. <u>Performance Measure:</u> 1.0 Location(s) Construction funds allocated: Initial G-11 Allocation 10/01/2024: \$795,000	04-2928P SHOPP/24-25 CON ENG \$210,000 CONST \$585,000 0425000022 3,4 2X010 Emergency	505-3290 RMRA 20.10.201.130 2017-18 802-3290 RMRA 20.20.201.130	\$210,000 \$585,000

2.5 Highway Financial Matters

Project No. Amount County Dist-Co-Rte Postmile	Location Project Description Allocation History	PPNO Program/Year Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5f.(1) Informational Report - Emergency G-11 Allocations				
6 \$1,870,000 Santa Barbara 05-SB-166 58.0/58.5	Near New Cuyama, from 0.5 mile west of Wasioja Road to Wasioja Road. On September 20, 2024 heavy thunderstorms resulted in debris flows that buried and overtopped Route 166 that required a full closure. This project will repair embankment and drainage systems, and reconstruct roadway shoulder. <u>Performance Measure:</u> 3.0 Location(s) Construction funds allocated: Initial G-11 Allocation 10/21/2024: \$1,870,000 (Additional \$50,000 was allocated for Right of Way purposes.)	05-3238 SHOPP/24-25 CON ENG \$370,000 CONST \$1,500,000 0524000217 3,4 1S350 Emergency	505-3290 RMRA 20.10.201.130 2017-18 802-3290 RMRA 20.20.201.130	\$370,000 \$1,500,000
7 \$1,950,000 Santa Cruz 05-SCr-1 36.4/37.45	Near Ano Nuevo State Park, from Waddell Creek Bridge to the San Mateo County line. The Waddell Bluffs are prone to continuously shedding material from the slope. The rockfall protection system is approximately 5000 feet long. On September 12, 2024 the debris catchment system was inspected and has been determined to be at capacity and the rockfall fence has been damaged. The repairs are beyond the Department's forces to address. This project will clear the catchment and repair the fence. <u>Performance Measure:</u> 1.0 Location(s) Construction funds allocated: Initial G-11 Allocation 10/21/2024: \$1,950,000 (Additional \$10,000 was allocated for Right of Way purposes.)	05-3237 SHOPP/24-25 CON ENG \$500,000 CONST \$1,450,000 0524000216 3,4 1S340 Emergency	505-3290 RMRA 20.10.201.130 2017-18 802-3290 RMRA 20.20.201.130	\$500,000 \$1,450,000
8 \$1,799,000 Fresno 06-Fre-99 20.92	In the city of Fresno, at Tuolumne Street Overcrossing No. 42 -0171. On July 19, 2024 a towing truck and trailer hauling an excavator struck the bridge. A damage assessment inspection indicates more damage than initially reported. This project will repair multiple reinforced concrete girders including remove unsound concrete, install mechanical reinforcement couplers, and patch girder surface damage. Abatement is being sought from the responsible party. <u>Performance Measure:</u> 1.0 Location(s) Construction funds allocated: Initial G-11 Allocation 09/13/2024: \$1,799,000	06-8127 SHOPP/24-25 CON ENG \$514,000 CONST \$1,285,000 0625000036 3,4 1H330 Emergency	505-3290 RMRA 20.10.201.130 2017-18 802-3290 RMRA 20.20.201.130	\$514,000 \$1,285,000

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 \$7,270,000	In and near the city of Tulare, at Avenue 184 Overcrossing No. 46-0192. On August 26, 2024 a towing truck and trailer carrying a large excavator traveling northbound struck and damaged the bridge overcrossing. After continued damage assessment, it was determined that the damages were more extensive than initially evaluated. This project will repair and replace multiple bridge girders. Responsible party identified and abatement will be sought.	06-8129 SHOPP/24-25 CON ENG \$1,450,000 CONST \$5,820,000 0625000042 3,4 1H340	505-3290 RMRA 20.10.201.130 2017-18 802-3290 RMRA 20.20.201.130	\$1,450,000 \$5,820,000
Tulare 06-Tul-99 23.49				
<u>Performance Measure:</u> 1.0 Location(s) Construction funds allocated: Initial G-11 Allocation 10/07/2024: \$7,270,000 (Additional \$750,000 was allocated for Right of Way purposes.)				
10 \$4,610,000	Near Hawthorne, at EB 105 to SB 405 Connector Tunnel No. 53-2436G and EB 105 to NB 405 Connector Tunnel No. 53-2437G. An inspection conducted by CalFire in April 2024 found that the ventilation and fire safety systems are not operational. It was concluded that the heavy winter storms of February 2024 resulted in water infiltrating the control centers and short circuiting the system. The short circuited ventilation system began operating unattended for over six days in fire mode and the electrical equipment was damaged due to thermal overload of the systems. The water intrusion caused a complete failure of the ventilation and electrical distribution systems. These systems are critical for fighting fires in the tunnel and also prevent excessive accumulation of carbon monoxide inside the tunnels. This project will repair or replace the damaged ventilation, electrical, fire detection, and water pumping systems in the tunnels.	07-6097 SHOPP/24-25 CON ENG \$1,100,000 CONST \$3,510,000 0724000012 3,4 2XJ50	505-3290 RMRA 20.10.201.130 2017-18 802-3290 RMRA 20.20.201.130	\$1,100,000 \$3,510,000
Los Angeles 07-LA-105 R2.001/R2.003				
<u>Performance Measure:</u> 2.0 Location(s) Construction funds allocated: Initial G-11 Allocation 09/13/2024: \$4,610,000				

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				
11 \$7,200,000 Imperial 11-Imp-Var Var	In Imperial County, on Routes 78, 86, 98, and 111 at various locations. In August 2023, a heavy storm resulted in flash flooding causing debris to cover roadways, eroded and washed out slope embankments, and damaged pavement and overside drains. This project will remove the debris from the roadway and repair drainage systems, pavement, and slope embankments. <u>Performance Measure:</u> 4.0 Location(s) Construction funds allocated: Initial G-11 Allocation 07/25/2024: \$7,200,000	11-1543 SHOPP/24-25 CON ENG \$1,200,000 CONST \$6,000,000 1124000073 3,4 43219 Emergency	505-3290 RMRA 20.10.201.130 2017-18 802-3290 RMRA 20.20.201.130	\$1,200,000 \$6,000,000
12 \$2,400,000 San Diego 11-SD-5 4.67	In the city of San Diego, at 75/5 Separation Pump Plant ID 57 -0180W. Heavy storms in April 2023 brought heavy rains that resulted in flooding, causing water to spill into the pumphouse dry-pit submerging pumps and motors and leakage from the discharge box. This project will replace damaged pumps and pump control system, and repair the discharge box. <u>Performance Measure:</u> 1.0 Location(s) Construction funds allocated: Initial G-11 Allocation 07/25/2024: \$2,400,000	11-1566 SHOPP/24-25 CON ENG \$400,000 CONST \$2,000,000 1124000212 3,4 43230 Emergency	505-3290 RMRA 20.10.201.130 2017-18 802-3290 RMRA 20.20.201.130	\$400,000 \$2,000,000
13 \$375,000 San Diego 11-SD-5 R52.25	In Oceanside, at 0.1 mile south of Oceanside Boulevard. On January 22, 2024, rain from a storm event caused an 18" culvert to fail, and eroded a slope. This project will remove debris, backfill the eroded area, replace the culvert, replace damaged dike, and pour a concrete ditch. This supplemental is needed to include additional work recommendations based on a final investigation report provided on March 8, 2024. This project will construct multiple new drainage inlets, replace additional damaged dike, repair damaged guardrail, and add more than originally anticipated backfill to the eroded area. <u>Performance Measure:</u> 1.0 Location(s) Construction funds allocated: Initial G-11 Allocation 04/15/2024: \$575,000 Supplemental G-11 Allocation 10/02/2024: \$375,000 Revised Allocation: \$950,000	11-1584 SHOPP/23-24 CON ENG \$25,000 CONST \$350,000 1124000248 3,4 43247 Emergency	505-3290 RMRA 20.10.201.130 2017-18 802-3290 RMRA 20.20.201.130	\$25,000 \$350,000

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 \$3,000,000	In San Diego County, on Routes 5, 56, 78, and 905 at various locations. Heavy winter storms on January 22, 2024 and from February 1, 2024 to February 2, 2024, brought heavy rains that caused multiple sinkholes and washouts, as well as damage to drainage systems. On February 4, 2024, the Governor issued an Emergency Proclamation for San Diego County. This project will repair damaged pavement, drainage systems, and slope embankment.	11-1586 SHOPP/24-25 CON ENG \$500,000 CONST \$2,500,000 1124000251 3,4 43250	505-3290 RMRA 20.10.201.130 2017-18 802-3290 RMRA 20.20.201.130	\$500,000 \$2,500,000
San Diego 11-SD-Var Var	<u>Performance Measure:</u> 5.0 Location(s) Construction funds allocated: Initial G-11 Allocation 07/25/2024: \$3,000,000	Emergency		

	Project No.	Allocation Amount	County	Dist-Co-Rte	Postmile
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Location	Project Description
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PPNO	Program/Year	Phase	Prgm'd Amount	Project ID	Adv Phase	EA
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Budget Year	Item #	Fund Type	Program Code
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Amount by
Fund Type

1	Near Orland, from 0.2 mile west to 0.2 mile east of County Road P.			03-3803		
\$4,480,000	Install traffic signal to improve safety. This project will reduce the number and severity of collisions.			SHOPP/24-25 CON ENG	001-0890 FTF 20.10.201.010	\$1,000,000
Glenn 03-Gle-32 2.8/3.2	Preliminary <u>Engineering</u>	<u>Budget</u>	<u>Expended</u>	\$1,000,000 CONST		
	PA&ED	\$520,000	\$506,853	\$3,570,000	2017-18	
	PS&E	\$800,000	\$692,691	0322000068	802-3290 RMRA	\$70,000
	R/W Sup	\$242,000	\$109,311	3,4	2024-25	
				2J590	302-0890 FTF 20.20.201.010	<u>\$3,410,000</u> \$3,480,000
	<u>Performance Measure:</u>					
	Planned: 0.26, Actual: 0.26 Annual fatal and serious injury collision(s)					
	CEQA - CE, 7/12/2023; Re-validation 9/3/2024					
	NEPA - CE, 7/12/2023; Re-validation 9/3/2024					
	Allocation Date: 09/17/24					

2	In Sacramento, Yolo, and Yuba Counties, on Routes 20, 80, 99, and 113 at four locations. Install signs, green pavement markings, and crosswalks to improve bicyclist and pedestrian safety. This project will reduce the number and severity of collisions.			03-6942	505-3290 RMRA	\$12,000
\$1,102,000				SHOPP/24-25	001-0890 FTF	<u>\$110,000</u>
				CON ENG	20.10.201.010	\$122,000
Yuba				\$122,000		
03-Yub-20				CONST		
0.8/1.1				\$985,000	2017-18	
	Preliminary			0323000034	802-3290 RMRA	\$98,000
	<u>Engineering</u>	<u>Budget</u>	<u>Expended</u>			
	PA&ED	\$244,000	\$242,652	3,4	2024-25	
	PS&E	\$320,000	\$206,370	3J910	302-0890 FTF	<u>\$882,000</u>
	R/W Sup	\$29,000	\$4,545		20.20.201.010	\$980,000
<u>Performance Measure:</u>						
Planned: 0.19, Actual: 0.19 Annual fatal and serious injury collision(s)						
CEQA - CE, 1/12/2024						
NEPA - CE, 1/12/2024						
Allocation Date: 10/21/24						

3	In Upland, from 0.3 mile west to 0.1 mile east of Mountain Avenue.			08-3020S	505-3290 RMRA	\$104,000
\$5,108,000	Improve safety by modifying cross slope and adding a drainage inlet. This project will reduce the number and severity of collisions.			SHOPP/24-25 CON ENG	001-0890 FTF 20.10.201.010	<u>\$941,000</u> \$1,045,000
San Bernardino 08-SBd-210 1.2/1.6	Preliminary			\$950,000		
	<u>Engineering</u>	<u>Budget</u>	<u>Expended</u>	CONST		
	PA&ED	\$836,000	\$772,308	\$3,997,000	2017-18	
	PS&E	\$1,426,000	\$1,242,886	0822000036	802-3290 RMRA	\$406,000
	R/W Sup	\$44,000	\$10,695	3,4 1M740	2024-25 302-0890 FTF 20.20.201.010	<u>\$3,657,000</u> \$4,063,000
<u>Performance Measure:</u>						
Planned: 0.34, Actual: 0.34 Annual fatal and serious injury collision(s)						
CEQA - CE, 8/2/2023; Re-validation 8/6/2024						
NEPA - CE, 8/2/2023; Re-validation 8/6/2024						
Allocation Date: 10/23/24						

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
2.5f.(3) Informational Report - SHOPP Safety Resolution G-03-10 Delegated Allocations				
4 \$4,098,000 Merced 10-Mer-165 32.9	Near Hilmar, at the intersection with Geer Avenue. Signalize intersection, enhance pavement striping, and modify flashing beacon systems. This project will improve safety and reduce the number and severity of collisions.	10-3498 SHOPP/23-24 CON ENG \$1,249,000 CONST \$2,655,000 1020000086 3,4 1L870	001-0890 FTF 20.10.201.010 2017-18 802-3290 RMRA 2024-25 302-0890 FTF 20.20.201.010	\$1,249,000 \$57,000 <u>\$2,792,000</u> <u>\$2,849,000</u>
<u>Performance Measure:</u> Planned: 9.00, Actual: 9.00 Collision(s) reduced CEQA - CE, 12/1/2023; Re-validation 8/28/2024 NEPA - CE, 12/1/2023; Re-validation 8/28/2024 Nine month allocation time extension for CONST and CON ENG approved under Waiver 24-125; August 2024. Allocation Date: 09/18/24				
5 \$3,390,000 San Joaquin 10-SJ-4 20.5/20.9	Near Stockton, from 0.1 mile east of Del Rey Court to 0.2 mile east of South Walker Lane. Construct a channelized left-turn lane by widening the highway. This project will improve safety and reduce the number and severity of collisions.	10-3492 SHOPP/23-24 CON ENG \$820,000 CONST \$2,429,000 1020000103 3,4 1L280	505-3290 RMRA 001-0890 FTF 20.10.201.010 2017-18 802-3290 RMRA 2024-25 302-0890 FTF 20.20.201.010	\$82,000 <u>\$738,000</u> \$820,000 \$257,000 <u>\$2,313,000</u> <u>\$2,570,000</u>
<u>Performance Measure:</u> Planned: 18.00, Actual: 18.00 Collision(s) reduced CEQA - CE, 4/18/2022; Re-validation 5/7/2024 NEPA - CE, 4/18/2022; Re-validation 5/7/2024 Seven month allocation time extension for CONST and CON ENG approved under Waiver 24-125; August 2024. Allocation Date: 09/25/24				

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
2.5f.(3) Informational Report - SHOPP Safety Resolution G-03-10 Delegated Allocations				
6 \$966,000 Orange 12-Ora-22 R8.6	In Garden Grove, at the westbound onramp from Garden Grove Boulevard. Improve safety by cold planing and overlaying existing pavement, applying High Friction Surface Treatment (HFST), replacing flashing beacon, loop detectors, and striping, and installing road signs. This project will reduce the number and severity of collisions.	12-2947 SHOPP/24-25 CON ENG \$405,000 CONST \$526,000 1221000021 3,4 0S700	505-3290 RMRA 001-0890 FTF 20.10.201.010 2017-18 802-3290 RMRA 2024-25 302-0890 FTF 20.20.201.010	\$40,000 <u>\$365,000</u> \$405,000 \$56,000 <u>\$505,000</u> \$561,000
	Preliminary <u>Engineering</u> <u>Budget</u> <u>Expended</u> PA&ED \$236,000 \$235,194 PS&E \$426,000 \$311,382 R/W Sup \$0 \$0			
	<u>Performance Measure:</u> Planned: 0.18, Actual: 0.18 Annual fatal and serious injury collision(s) CEQA - CE, 7/17/2023; Re-validation 7/11/2024 NEPA - CE, 7/17/2023; Re-validation 7/11/2024 Allocation Date: 10/16/24			

2.5 Highway Financial Matters

#	Dist	County	Route	Postmile	Location/Description	EA	Program Code	Original Est.	Allocations
2.5f.(4) Informational Report - Minor Construction Program - Resolution G-19-05a Delegated Allocations									
1	09	Ker	58	M116.2/R142.9	Replace safety devices.	38770	201.015	\$800,000	\$824,000

MEMORANDUM

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 5-6, 2024

From: STEVEN KECK, Chief Financial Officer

Reference Number: 3.2a., Information Item

Prepared By: James R. Anderson, Chief
Division of Financial Programming

Subject: **STATUS OF CONSTRUCTION CONTRACT AWARD FOR STATE
HIGHWAY PROJECTS**

SUMMARY:

The California Department of Transportation (Department) is presenting this Information Item to provide the status of construction contract award for projects on the State Highway System allocated in Fiscal Years 2023-24 and 2024-25.

In 2023-24, the California Transportation Commission (Commission) allocated \$4.04 billion to construct 455 State-Administered State Transportation Improvement Program (STIP), and State Highway Operation and Protection Program (SHOPP) projects on the State Highway System. As of October 31, 2024, 425 projects totaling \$3.44 billion have been awarded, 3 projects have lapsed, and the Department plans to re-program their Construction phases, 8 projects have approved time extensions and the remaining 19 projects should be awarded by their original deadlines.

In 2024-25, the Commission allocated \$838.10 million to construct 68 State-Administered STIP, and SHOPP projects on the State Highway System. As of October 31, 2024, 29 projects totaling \$112.86 million have been awarded, no projects have received time extensions and the remaining 39 projects should be awarded by their original deadlines.

BACKGROUND:

In accordance with STIP and SHOPP Guidelines, projects are required to be ready to proceed to construction within six months of allocation.

*“Provide a safe and reliable transportation network that
serves all people and respects the environment.”*

FY 2023-24 Allocations

Month Allocated	No. Projects Voted	Voted Projects (x1000) CONST	No. Projects Awarded	No. Projects Funds Lapse	No. Projects Pending Award	No. Projects Awarded within 6 months
August 2023	127	\$1,696,940	124	2	1	85
October 2023	67	\$322,093	67	0	0	57
December 2023	46	\$298,029	45	0	1	40
January 2024	30	\$296,244	27	0	3	23
March 2024	40	\$322,413	38	1	1	37
May 2024	73	\$579,860	72	0	1	72
June 2024	72	\$528,291	52	0	20	52
Total	455	\$4,043,870	425	3	27	366

Note: 1. Awarded amount reflects total project allocation.
2. Total project amount reflects projects with financial contribution only, delegated safety projects and emergency projects.

FY 2024-25 Allocations

Month Allocated	No. Projects Voted	Voted Projects (x1000) CONST	No. Projects Awarded	No. Projects Funds Lapse	No. Projects Pending Award	No. Projects Awarded within 6 months
August 2024	28	\$399,273	10	0	18	10
October 2024	40	\$438,832	19	0	21	19
Total	68	\$838,105	29	0	39	29

Note: 1. Awarded amount reflects total project allocation.
2. Total project amount reflects projects with financial contribution only, delegated safety projects and emergency projects.

Attachment

“Provide a safe and reliable transportation network that serves all people and respects the environment.”

Voted Not Awarded Project Status
Four-Month & Time Extension Award Project Status

(Note: All projects are SHOPP unless otherwise noted)

Reference No.: 3.2a.

December 5-6, 2024

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No.	Dist-EA	PPNO	County	Route	Description	Allocation Date	Allocation Amount x1000	Award Deadline	Project Status
1	04-0Q190	2026G	Sol	80	In and near Fairfield, from west of Green Valley Road to west of North Texas Street, at various locations. Construct permanent Best Management Practices to achieve statewide National Pollutant Discharge Elimination System permit compliance units for trash capture.	8/16/23	\$7,367,000	2/29/24	The Department lapsed this phase and plans to reprogram it.
2	07-32580	5034	LA	1	In the cities of Torrance, Redondo Beach, Hermosa Beach, Manhattan Beach, El Segundo, and Los Angeles, from Paseo De Las Delicias to Dewey Street. Upgrade Americans with Disabilities Act curb ramps and guardrail, repair concrete pavement, reconstruct bus pads, replace asphalt pavement with Portland Cement Concrete at intersections, grind pavement, and place Hot Mix Asphalt and Rubberized Hot Mix Asphalt to rehabilitate pavement. This project will extend the pavement service life and improve ride quality.	8/16/23	\$63,282,000	6/30/24	The Department lapsed this phase and plans to reprogram it.
3	07-34790	5382	LA	405	In and near the city of Los Angeles, from south of Wilshire Boulevard to Victory Boulevard. Rehabilitate roadway, rehabilitate culverts, replace bridge approach/departure slabs, replace overhead sign structures and sign panels, upgrade Transportation Management System elements, upgrade guardrail, and upgrade facilities to Americans with Disabilities Act standards. This project will improve safety and ride quality.	8/16/23	\$124,289,000	4/30/25	The project will be awarded within the extended deadline.
4	08-1J540	3011R	SBD	15	In Ontario, at the S15-E10 Connector Overcrossing Bridge No. 54-0910F. Upgrade bridge rail, apply polyester concrete on bridge deck, install ramp meter, maintenance vehicle pullout, and upgrade drainage.	12/6/23	\$15,683,000	5/31/25	The project will be awarded within the extended deadline.

Voted Not Awarded Project Status
Four-Month & Time Extension Award Project Status

(Note: All projects are SHOPP unless otherwise noted)

Reference No.: 3.2a.

December 5-6, 2024

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No.	Dist-EA	PPNO	County	Route	Description	Allocation Date	Allocation Amount x1000	Award Deadline	Project Status
5	04-0K800	1495K	MRN	101	In San Rafael, at Manuel T Freitas Parkway. Upgrade curb ramps, sidewalk, other facilities to make compliant with Americans with Disabilities Act standards, construct roundabout, and relocate existing bus stop. (Additional contribution of \$400,000 for PS&E from City of San Rafael.)	1/25/24	\$8,405,000	12/31/24	The project will be awarded within the extended deadline.
6	07-4X970	5059	LA	1	In Malibu, at Big Rock Drive. Restore shoreline embankment restoration by installing a secant pile wall. This project will prevent erosion and flooding.	1/25/24	\$11,458,000	6/30/25	The project will be awarded within the extended deadline.
7	07-33360	5184	LA	2	In and near the city of Los Angeles, from Centinela Avenue to Cotner Avenue, North La Brea Avenue to North Oxford Avenue and Route 101 to Glendale Boulevard undercrossing. Rehabilitate pavement, construct bus pads, make bicycle and intersection improvements, modify traffic signals, upgrade curb and gutters and lighting, and upgrade facilities to Americans with Disabilities Act standards. (Additional Contribution: \$825,000 CON in Measure M funds from City of Los Angeles.)	1/25/24	\$53,091,000	12/31/24	The project will be awarded within the extended deadline.
8	07-34490	5355	LA	103	In the city of Los Angeles, near Wilmington, at the Anaheim Street Overhead No. 53-2627. Upgrade bridge rail to current standards. This project will improve safety and reduce the number and severity of collisions.	3/21/24	\$7,623,000	9/30/24	The Department lapsed this phase and plans to reprogram it.
9	12-0K981	4600A	Ora	91	In Orange County from SR-55 to Lakeview Avenue. The project will improve operations, reliability, safety, and throughput thereby improving economic vitality of Orange County and beyond and include the following elements: Construct a new drop ramp for dedicated access to southbound SR-55 from Lakeview Avenue Bridge, which eliminates an existing weave, improving safety, and reducing collisions.	6/27/24	\$42,566,000	12/31/24	The project will be awarded prior to its deadline.

Voted Not Awarded Project Status
Four-Month & Time Extension Award Project Status

(Note: All projects are SHOPP unless otherwise noted)

Reference No.: 3.2a.
December 5-6, 2024
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No.	Dist-EA	PPNO	County	Route	Description	Allocation Date	Allocation Amount x1000	Award Deadline	Project Status
10	04-3G631	2914W	SCI	9	Near Saratoga, at Saratoga Creek Bridge No. 37-0074. Mitigation project for two years of onsite plant establishment period and plant monitoring for project EA 3G630.	3/21/24	\$400,000	7/31/25	The project will be awarded within the extended deadline.
11	08-1C072	3008C	Riv	74	Near Perris and Hemet, from Route 215 to Route 79 (Winchester Road). Rehabilitate pavement and install Transportation Management System elements. This project will extend the pavement service life and improve ride quality.	5/16/24	\$22,134,000	2/28/25	The project will be awarded within the extended deadline.
12	09-37470	2653	Iny	395	In and near Bishop, on Main Street from south of Jay Street to Barlow Lane; also on Route 168 from west of Pioneer Lane to Route 395. Rehabilitate roadway and drainage, install Transportation Management System elements, upgrade facilities to Americans with Disabilities Act standards, and construct multi-use path as complete streets elements.	6/27/24	\$20,734,000	12/31/24	The project will be awarded prior to its deadline.
13	01-0F710	4630	Men	1	Near Gualala, from north of Havens Neck Drive to Gypsy Flat Road; also south of Iverson Road. Realign roadway and widen lanes and shoulders to improve safety. This project will reduce the number and severity of collisions.	6/27/24	\$4,527,000	3/31/25	The project will be awarded within the extended deadline.
14	02-0K640	3889	Sis	97	Near Grass Lake, from north of Deer Mountain Road to north of Grass Lake Rest Area. Construct wildlife crossing and exclusionary fencing. This project will reduce vehicular collisions with wildlife and provide safe passage to wildlife.	6/27/24	\$17,462,000	12/31/24	The project will be awarded prior to its deadline.
15	01-0H600	4697	Men	1	Near the Mendocino community, from south of Philo Greenwood Road to north of Little Lake Road. Rehabilitate pavement, upgrade guardrail, and replace rumble strips. This project will extend pavement service life and improve ride quality.	6/27/24	\$31,017,000	12/31/24	The project will be awarded prior to its deadline.

Voted Not Awarded Project Status
Four-Month & Time Extension Award Project Status

(Note: All projects are SHOPP unless otherwise noted)

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No.	Dist-EA	PPNO	County	Route	Description	Allocation Date	Allocation Amount x1000	Award Deadline	Project Status
16	03-0J010	4681	Pla	28	Near Tahoe City and Kings Beach, from Route 89 to Nevada State line. Rehabilitate pavement, rehabilitate drainage systems, upgrade guardrail, and upgrade facilities to Americans with Disabilities Act standards. This project will extend pavement service life and improve ride quality.	6/27/24	\$24,827,000	12/31/24	The project will be awarded prior to its deadline.
17	03-0J922	6257B	Pla	28	In Tahoe City, from Mackinaw Road to Grove Street. Place green bike lane treatment or High Friction Surface Treatment, install recessed striping, rectangular flashing beacons, and signs, and construct curb ramps to improve safety. This project will reduce the number and severity of collisions.	6/27/24	\$323,000	12/31/24	The project will be awarded prior to its deadline.
18	06-48740	6421	Tul	99	On Route 99 in Tulare County between south of the Avenue 280 (Caldwell Avenue) Overcrossing to north of the Avenue 280 Overcrossing. Re-construct Interchange.	6/27/24	\$24,818,000	12/31/24	The project will be awarded prior to its deadline.
19	05-1Q031	3178	SLO	046	On Hwy 46 from east of Antelope Road to East of Kern County line. Construct extension to existing truck climbing lane.	6/27/24	\$1,056,000	12/31/24	The project will be awarded prior to its deadline.
20	12-0V200	1207	Ora	Var	In Orange County, at six maintenance stations. Install perimeter fencing, gates, and camera systems to improve security. This project will utilize the Emergency Limited Bid contract method.	6/27/24	\$2,400,000	12/31/24	The project will be awarded prior to its deadline.
21	04-0P760	1464J	Sol	Var	In Solano County, on Routes 29, 37, 80, and 780 at various locations. Install Rectangular Rapid Flashing Beacons, Advanced Warning Beacons, and Pedestrian Hybrid Beacons, modify free right-turn lanes, and upgrade crosswalk markings. These pedestrian and bicyclist enhancements will reduce the number and severity of collisions.	6/27/24	\$7,405,000	12/31/24	The project will be awarded prior to its deadline.

Voted Not Awarded Project Status
Four-Month & Time Extension Award Project Status

(Note: All projects are SHOPP unless otherwise noted)

Reference No.: 3.2a.
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No.	Dist-EA	PPNO	County	Route	Description	Allocation Date	Allocation Amount x1000	Award Deadline	Project Status
22	05-0L725	0072D	SLO	1	In Morro Bay, at Old Creek Bridge No. 49-0070R. Environmental mitigation (biological monitoring) for project EA 0L722.	6/27/24	\$37,000	12/31/24	The project will be awarded prior to its deadline.
23	06-0W790	6963	Tul	99	Near Earlimart, from County line Road Overcrossing to north of Court Avenue Overcrossing. Rehabilitate roadway, construct median concrete barrier, replace signs, rehabilitate drainage systems, upgrade Transportation Management System elements, and replace signs. This project will improve safety and ride quality.	6/27/24	\$62,100,000	12/31/24	The project will be awarded prior to its deadline.
24	05-1K721	2927X	SLO	41	Near Morro Bay, north of Route 1. Environmental mitigation for parent project EA 1K720 for biological monitoring.	6/27/24	\$133,000	12/31/24	The project will be awarded prior to its deadline.
25	10-1S490	3659	Var	Var	In Mariposa, Calaveras and Amador Counties, at the Merced, Los Banos, Modesto, and Stockton Maintenance Stations. Repair and replace fencing, gates and gate controls. This project will utilize the Emergency Limited Bid contract method.	6/27/24	\$2,099,000	12/31/24	The project will be awarded prior to its deadline.
26	10-1S520	3658	Var	Var	In Mariposa, Calaveras and Amador Counties, at the Altaville, Midpines, Lone and Pine Grove Maintenance Stations. Repair and replace fencing, gates and gate controls. This project will utilize the Emergency Limited Bid contract method.	6/27/24	\$2,101,000	12/31/24	The project will be awarded prior to its deadline.
27	05-3307X	0226X	SLO	46	Near Shandon, from west of Shandon Safety Roadside Rest Area to east of Bitterwater Rd. Highway planting.	6/27/24	\$747,000	12/31/24	The project will be awarded prior to its deadline.
28	06-0W791	7072	Tul	99	Near Earlimart, from County line Road Overcrossing to north of Avenue 100 (Court Street) Overcrossing. Widen from 4-lanes to 6-lanes. Also in Kern County from south of Cecil Avenue Overcrossing to County Line Road. Restriped the northbound lanes from two lanes to three lanes.	6/27/24	\$45,454,000	12/31/24	The project will be awarded prior to its deadline.

Voted Not Awarded Project Status
Four-Month & Time Extension Award Project Status

(Note: All projects are SHOPP unless otherwise noted)

Reference No.: 3.2a.
December 5-6, 2024
Page 6
Attachment

No.	Dist-EA	PPNO	County	Route	Description	Allocation Date	Allocation Amount x1000	Award Deadline	Project Status
29	02-4H030	3714	Plu	89	Near Greenville, from north of Indian Falls Road to south of Hot Springs Road; also from Mill Street to north of Mill Street. Rehabilitate pavement, upgrade guardrail, replace Transportation Management System elements and signs, rehabilitate drainage systems, and construct a Maintenance Vehicle Pullout and a wildlife crossing. This project will extend pavement service life and improve ride quality.	6/27/24	\$15,420,000	12/31/24	The project will be awarded prior to its deadline.
30	02-4G700	3561	Plu	89	In Plumas County at Crescent Mills from south to north of Arlington Road. Construct Left Turn Lane at Arlington Road.	6/27/24	\$1,450,000	12/31/24	The project will be awarded prior to its deadline.
31	04-3J260	1489A	Ala	80	In Berkeley, from east of University Avenue to west of Gilman Street; also in Contra Costa County, in Pleasant Hill on Route 680 from Oak Park Boulevard to north of Oak Park Boulevard. Improve safety by constructing outer separation concrete barriers between freeway and frontage roads to prevent errant vehicles from entering opposing traffic. This project will reduce the number and severity of collisions.	7/11/24	\$9,528,000	1/31/25	The project will be awarded prior to its deadline.

MEMORANDUM

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 5-6, 2024

From: STEVEN KECK, Chief Financial Officer

Reference Number: 3.2b., Information Item

Prepared By: Dee Lam, 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 2022-23 through 2024-25.

In 2022-23, the California Transportation Commission (Commission) allocated \$55,993,000 to construct 22 locally-administered STIP projects. As of October 31, 2024, 19 projects totaling \$41,359,000 have been awarded. Three projects have approved time extensions and are pending award.

In 2023-24, the Commission allocated \$64,996,000 to construct 30 locally-administered STIP projects. As of October 31, 2024, 24 projects totaling \$51,902,000 have been awarded. One project has an approved time extension, three projects have a concurrent time extension and the remaining two projects are scheduled to award by their deadlines, which totals six projects pending award.

In 2024-25, the Commission allocated \$2,600,000 to construct two locally-administered STIP projects. As of October 31, 2024, two projects are scheduled to award by their deadline.

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.

“Provide a safe and reliable transportation network that serves all people and respects the environment.”

Fiscal Year 2022-23 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 2022	3	\$10,973	3	0	0	1
October 2022	2	\$5,252	2	0	0	2
December 2022	3	\$4,224	3	0	0	2
January 2023	3	\$1,525	3	0	0	3
March 2023	4	\$5,185	4	0	0	3
May 2023	2	\$6,327	1	0	1	1
June 2023	5	\$22,507	3	0	2	3
Total	22	\$55,993	19	0	3	15

Fiscal Year 2023-24 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 2023	15	\$22,721	14	0	1	9
October 2023	1	\$5,745	1	0	0	1
December 2023	1	\$2,285	1	0	0	1
January 2024	2	\$1,965	2	0	0	2
March 2024	4	\$9,770	3	0	1	3
May 2024	1	\$7,362	1	0	0	1
June 2024	6	\$15,148	2	0	4	2
Total	30	\$64,996	24	0	6	19

Fiscal Year 2024-25 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 2024	2	\$2,600	0	0	2	0
October 2024	0	\$0	0	0	0	0
Total	2	\$2,600	0	0	2	0

Attachment

“Provide a safe and reliable transportation network that serves all people and respects the environment.”

**Voted Not Awarded Project Status 4-Month
& Time Extension Award Project Status**

Agency Name	Project Title	Dist.- PPNO	Allocation Date	Award Deadline	Allocation Amount (\$1,000's)	Project Status
City of Mt Shasta	Mt. Shasta Boulevard Rehabilitation	2-2558	Mar-2024	Sep-2024	\$271	A Concurrent Post-Fact Time Extension will be submitted for the December 2024 CTC Meeting.
City of Biggs	Biggs 2 nd Street Bicycle/Pedestrian Improvements	3-3201	Aug-2023	Nov-2024	\$488	The project will be awarded within the extended deadline.
City of San Jose	West San Carlos Urban Village Streetscape Improvements	4-9035N	Jun-2023	Dec-2024	\$4,350	The project will be awarded within the extended deadline.
San Diego Association of Governments	Bike Up & Bike Uptown (BUBU) – Connection Uptown San Diego to the Region by Bike	11-1432	Jun-2023	Dec-2024	\$7,000	The project will be awarded within the extended deadline.
City of Alturas	West C Street Rehab	2-2592	Jun-2024	Dec-2024	\$603	The project will be awarded within the deadline.
Sacramento County	South Watt Avenue Improvements - Florin Road to Jackson Road	3-1807	Jun-2024	Dec-2024	\$10,000	A Concurrent Time Extension will be submitted for the December 2024 CTC Meeting.
Council of San Benito County Governments	Hollister Pavement Rehabilitation Project	5-3134	Jun-2024	Dec-2024	\$248	The project will be awarded within the deadline.

**Voted Not Awarded Project Status 4-Month
& Time Extension Award Project Status**

Agency Name	Project Title	Dist.- PPNO	Allocation Date	Award Deadline	Allocation Amount (\$1,000's)	Project Status
City of Los Banos	Pioneer/Ortigalita Intersection Improvements	10-3547	Jun-2024	Dec-2024	\$1,484	A Concurrent Time Extension will be submitted for the December 2024 CTC Meeting.
Mendocino County	Road Rehabilitation on Mountain View Road	1-4894	Aug-2024	Feb-2025	\$2,000	The project will be awarded within the deadline.
City of Eureka	Myrtle Avenue Improvements/ Bike Lanes	1-4912	Aug-2024	Feb-2025	\$600	The project will be awarded within the deadline.
Tuolumne County	Mono Way Operational & Safety Improvements	10-0235	May-2023	Mar-2025	\$3,284	The project will be awarded within the extended deadline.
Grand Total					\$30,328	

MEMORANDUM

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 5-6, 2024

From: STEVEN KECK, Chief Financial Officer

Reference Number: 3.2c., Information Item

Prepared By: Dee Lam, 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 locally-administered Active Transportation Program (ATP) projects that received a construction allocation in Fiscal Year 2022-23 through 2024-25.

In 2022-23, the California Transportation Commission (Commission) allocated \$217,593,000 to construct 84 ATP projects. As of October 31, 2024, 78 projects totaling \$206,754,000 have been awarded. Four projects have been canceled and two projects have approved time extensions.

In 2023-24, the Commission allocated \$197,991,000 to construct 87 ATP projects. As of October 31, 2024, 55 projects totaling \$77,510,000 have been awarded. One project has lapsed. Nine projects have an approved time extension, and six projects have a concurrent time extension request on this month's agenda. The remaining 16 projects are scheduled to award by their deadlines.

In 2024-25, the Commission allocated \$31,920,000 to construct three locally-administered ATP projects. As of October 31, 2024, three projects are scheduled to award by the deadline.

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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 those projects that have not been awarded within four months of allocation.

FY 2022-23 Allocations

Month Allocated	Number of Projects Voted	Voted Projects (in 1000s)	Number of Projects Awarded	Number of Projects Lapsed	Number of Projects Pending Award	Number of Projects Awarded within 6 months*
August 2022	11	\$25,333	11	0	0	7
October 2022	5	\$21,485	5	0	0	4
December 2022	7	\$16,621	7	0	0	4
January 2023	9	\$24,431	9	0	0	5
March 2023	24	\$65,016	21	3	0	9
May 2023	12	\$29,120	11	0	1	10
June 2023	16	\$35,587	14	1	1	9
Total	84	\$217,593	78	4	2	48

FY 2023-24 Allocations

Month Allocated	Number of Projects Voted	Voted Projects (in 1000s)	Number of Projects Awarded	Number of Projects Lapsed	Number of Projects Pending Award	Number of Projects Awarded within 6 months*
August 2023	8	\$8,183	8	0	0	7
October 2023	6	\$5,842	5	1	0	4
December 2023	13	\$26,268	12	0	1	12
January 2024	12	\$32,030	9	0	3	9
March 2024	15	\$62,199	9	0	6	8
May 2024	15	\$31,628	9	0	6	8
June 2024	18	\$31,841	3	0	15	3
Total	87	\$197,991	55	1	31	51

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FY 2024-25 Allocations

Month Allocated	Number of Projects Voted	Voted Projects (in 1000s)	Number of Projects Awarded	Number of Projects Lapsed	Number of Projects Pending Award	Number of Projects Awarded within 6 months*
August 2024	1	\$1,497	0	0	1	0
October 2024	2	\$30,423	0	0	2	0
Total	3	\$31,920	0	0	3	0

Note: Includes all ATP Infrastructure and Non-Infrastructure projects.

* Per Current ATP Guidelines, projects shall award construction within six months of allocation.

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Voted Not Awarded Project Status
4-Month & Time Extension Award Project Status

Agency Name	Project Title	Dist.- PPNO	Allocation Date	Award Deadline	Allocation Amount (In 1,000's)	Project Status
City of Santa Monica	Stewart-Pennsylvania Safety Enhancement Project	7-5861B	Oct-2023	Apr-2024	\$25	The project was not awarded within the deadline. Funds lapsed.
Los Angeles County	Puente Creek Bikeway	7-5428A	Mar-2023	Sep-2024	\$2,360	The project was not awarded within the deadline. Funds lapsed.
Los Angeles County	Puente Creek Bikeway	7-5428B	Mar-2023	Sep-2024	\$200	The project was not awarded within the deadline. Funds lapsed.
City of Highland	City Creek and Alabama Street Bikeways	8-1227	Mar-2023	Sep-2024	\$2,354	Canceled by implementing Agency.
City of Bakersfield	Chester Avenue between 4th Street to Brundage Lane	6-7083	Jun-2023	Dec-2024	\$210	Canceled by implementing Agency.
City of Sacramento	Franklin Boulevard Complete Street Project	3-1800	Mar-2024	Sep-2024	\$9,323	A Concurrent Time Extension will be submitted for the December 2024 CTC Meeting.
City of Carson	City of Carson Master Bicycle Plan	7-6179	Mar-2024	Sep-2024	\$897	A Concurrent Post-Fact Time Extension will be submitted for the December 2024 CTC Meeting.
City of South Gate	Tweedy Boulevard Complete Streets Project	7-5585	May-2023	Nov-2024	\$4,620	The project will be awarded within the extended deadline.
Sacramento County	South Sacramento County Safe Routes to School Project	3-2214B	May-2024	Nov-2024	\$80	The project will be awarded within the deadline.

Voted Not Awarded Project Status
4-Month & Time Extension Award Project Status

Agency Name	Project Title	Dist.- PPNO	Allocation Date	Award Deadline	Allocation Amount (In 1,000's)	Project Status
City of Delano	ATP-5 SRTS Intersection Enhancement and NI Work Plan	6-7075B	May-2024	Nov-2024	\$75	The project will be awarded within the deadline.
City of Delano	ATP-5 Bike Lane and Sidewalk Gap Improvement Project	6-7087B	May-2024	Nov-2024	\$75	The project will be awarded within the deadline.
City of Apple Valley	Yucca Loma Elementary School Safe Routes to School Phase 2	8-1279	May-2024	Nov-2024	\$647	The project will be awarded within the deadline.
City of El Centro	El Centro Pedestrian Improvement Project	11-1461	May-2024	Nov-2024	\$882	A Concurrent Time Extension will be submitted for the December 2024 CTC Meeting.
City of National City	Central Community Mobility Enhancements	11-1360	Jun-2023	Dec-2024	\$1,095	The project will be awarded within the extended deadline.
Monterey County	San Ardo Community and School Connections Through Active Transportation	5-3114B	Jun-2024	Dec-2024	\$707	The project will be awarded within the deadline.
City of King City	San Antonio Drive Path & Safe Routes to Schools	5-3131B	Jun-2024	Dec-2024	\$2,295	The project will be awarded within the deadline.
Kern County	Walk Isabella	6-7001	Jun-2024	Dec-2024	\$4,286	The project will be awarded within the deadline.
City of Ventura	Cabrillo Segment Multi-Use Path Gap Completion	7-5901	Jun-2024	Dec-2024	\$825	The project will be awarded within the deadline.

Voted Not Awarded Project Status
4-Month & Time Extension Award Project Status

Agency Name	Project Title	Dist.- PPNO	Allocation Date	Award Deadline	Allocation Amount (In 1,000's)	Project Status
San Gabriel Valley Council of Governments	Montebello Railroad Safety Crossings Improvements	7-6050	Jun-2024	Dec-2024	\$5,906	The project will be awarded within the deadline.
Los Angeles County	Unincorporated Los Angeles County Safe Routes to School Plan	7-6177	Jun-2024	Dec-2024	\$750	The project will be awarded within the deadline.
Los Angeles County	Lennox Vision Zero Traffic Safety Enhancements	7-6180Q	Jun-2024	Dec-2024	\$1,141	The project will be awarded within the deadline.
City of Downey	South Downey Safe Routes to School Phase II Project	7-6192B	Jun-2024	Dec-2024	\$100	The project will be awarded within the deadline.
City of Desert Hot Springs	Hacienda Ave SRTS Improvement Project	8-1251	Jun-2024	Dec-2024	\$1,322	The project will be awarded within the deadline.
City of Ontario	Vine Ave and B St Bike Boulevard Project	8-1275	Jun-2024	Dec-2024	\$3,879	The project will be awarded within the deadline.
San Joaquin Regional Rail Commission	East Channel Street Streetscape and Connectivity Project	10-3609	Jun-2024	Dec-2024	\$3,500	The project will be awarded within the deadline.
City of Oakdale	Southwest Downtown - Safe Routes to School Project	10-3616	Jun-2024	Dec-2024	\$968	The project will be awarded within the deadline.
City of National City	Bayshore Bikeway Segment 5	11-1526	Jun-2024	Dec-2024	\$2,072	A Concurrent Time Extension will be submitted for the December 2024 CTC Meeting.

Voted Not Awarded Project Status
4-Month & Time Extension Award Project Status

Agency Name	Project Title	Dist.- PPNO	Allocation Date	Award Deadline	Allocation Amount (In 1,000's)	Project Status
City of San Diego	San Diego CicloSDias Pilot	11-1534	Jun-2024	Dec-2024	\$500	A Concurrent Time Extension will be submitted for the December 2024 CTC Meeting.
Imperial County Transportation Commission	Pedestrian Improvements for the Calexico Intermodal Transportation Center	11-1538	Jun-2024	Dec-2024	\$1,073	A Concurrent Time Extension will be submitted for the December 2024 CTC Meeting.
City of Pico Rivera	Pico Rivera Active Transportation Master Plan	7-6176	Jan-2024	Jan-2025	\$411	The project will be awarded within the extended deadline.
City of South El Monte	South El Monte Safe Routes to School Pedestrian Safety Project	7-5858	Aug-2024	Feb-2025	\$1,497	The project will be awarded within the deadline.
San Diego Association of Governments (SANDAG)	University Bikeway	11-1394	Dec-2023	Jun-2025	\$8,561	The project will be awarded within the extended deadline.
City of Santa Barbara	Upper De La Vina Street Gap Closure and Safe Crossings	5-3057	Jan-2024	Jul-2025	\$1,671	The project will be awarded within the extended deadline.
City of Los Angeles	LA River Greenway, West San Fernando Valley Gap Closure	7-5663	Jan-2024	Jul-2025	\$18,593	The project will be awarded within the extended deadline.
City of San Jose	Better Bikeway/SJ - San Fernando Corridor	4-2331	Mar-2024	Sep-2025	\$8,208	The project will be awarded within the extended deadline.

Voted Not Awarded Project Status
4-Month & Time Extension Award Project Status

Agency Name	Project Title	Dist.- PPNO	Allocation Date	Award Deadline	Allocation Amount (In 1,000's)	Project Status
City of Goleta	San Jose Multipurpose Path	5-2995	Mar-2024	Sep-2025	\$15,290	The project will be awarded within the extended deadline.
City of Wildomar	Bundy Canyon Active Transportation Corridor (BCATC)	8-1286A	Mar-2024	Sep-2025	\$1,377	The project will be awarded within the extended deadline.
City of National City	Bayshore Bikeway – Segment 5	11-1361	Mar-2024	Sep-2025	\$5,421	The project will be awarded within the extended deadline.
City of Los Angeles	Broadway-Manchester Active Transportation Equity Project	7-5662	May-2024	Nov-2025	\$19,621	The project will be awarded within the extended deadline.
Grand Total					\$132,817	

MEMORANDUM

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 5-6, 2024

From: STEVEN KECK, Chief Financial Officer

Reference Number: 3.3, Information Item

Prepared By: James R. Anderson, Chief
Division of Financial Programming

Subject: **STATUS OF THE START TIME OF EXPENDITURES FOR PRE-CONSTRUCTION
SUPPORT PHASES FOR SHOPP PROJECTS PER THE TIMELY USE FUNDS
POLICY**

SUMMARY:

The California Department of Transportation (Department) is presenting this information item on the status of pre-construction support phases for State Highway Operation and Protection Program (SHOPP) projects. The pre-construction support phases are Project Approval and Environmental Document (PA&ED), Plans, Specifications, and Estimate (PS&E) and Right of Way Support (RW Sup).

In Fiscal Year 2023-24, the California Transportation Commission (Commission) allocated 273 SHOPP pre-construction support projects. As of October 31, 2024, 270 projects have begun expenditure, and the remaining three projects are scheduled to expend by their respective deadline.

In 2024-25, the Commission allocated 76 SHOPP pre-construction support projects. As of October 31, 2024, 66 projects have begun expenditure, and the remaining ten projects are scheduled to expend by their respective deadline.

BACKGROUND:

The passage of Senate Bill 1, the Road Repair and Accountability Act, necessitates that the Department and the Commission establish baseline budgets for each pre-construction support phase of each project in the 2020 and 2022 SHOPP. Government Code Section 14526.5(g) formalized the condition of allocation for pre-construction support phases on or after July 1, 2017 for all SHOPP projects.

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The SHOPP Guidelines developed by Commission staff, in partnership with the Department, and adopted by the Commission at the June 2019 meeting, requires that expenditures allocated for SHOPP projects for pre-construction support phases begin accruing expenditures within six months of allocation.

Attachment

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Voted Not Expended Project Status
Pre Construction Allocations for SHOPP Projects
Status for projects nearing six months from allocation

Reference No.: 3.3
December 5-6, 2024
Attachment 1

No.	Dist- EA	PPNO	County- Route	Work Description	Phase	Allocation Date	Start Expenditure Deadline	Allocation Amount (X 1000)	Project Status
1	04-1W150	2917N	SM-1	In and near Pacifica, from 14th Street to Linda Mar Boulevard.	PS&E	6/27/2024	12/31/2024	\$ 532	The Department plans to expend by 12/31/24.
2	02-0J840	3774	Teh-5	Near Cottonwood, at Cottonwood Creek Bridge. Transfer mitigation site property to third party entity for permanent stewardship responsibility.	PS&E R/W Sup	6/27/2024	12/31/2024	\$ 630	The Department plans to expend by 12/31/24.
3	05-1K721	2927X	SLO-41	Near Morro Bay, 3.1 miles north of Route 1.	R/W Sup	6/27/2024	12/31/2024	\$ 21	The Department plans to expend by 12/31/24.

MEMORANDUM

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 5-6, 2024

From: STEVEN KECK, Chief Financial Officer

Reference Number: 3.5, Information Item

Prepared By: Keith Duncan, Chief
Division of Budgets

Subject: **FISCAL YEAR 2024-25 – FIRST QUARTER – FINANCE REPORT**

SUMMARY:

The California Department of Transportation (Department) will present the Fiscal Year 2024-25 Finance Report for the first quarter to the California Transportation Commission (Commission) at its December 5-6, 2024 meeting, 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

*“Provide a safe and reliable transportation network that
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Department of Transportation Quarterly Finance Report

First Quarter 2024-25

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 prior and future Quarterly Finance Reports.

California Department of Transportation
Quarterly Finance Report
Schedule of Reports

Fiscal Year 2024-25

2023-24 Q4

Close of Quarter6/30/24
Quarterly Report to Commission Staff8/30/24
Presented to Commission.....10/17/24

2024-25 Q1

Close of Quarter9/30/24
Quarterly Report to Commission Staff11/15/24
Presented to Commission.....12/5/24

2024-25 Q2

Close of Quarter12/31/24
Quarterly Report to Commission Staff2/15/25
Presented to Commission.....3/20/25

2024-25 Q3

Close of Quarter3/31/25
Quarterly Report to Commission Staff5/15/25
Presented to Commission.....6/26/25

Fiscal Year 2025-26

2024-25 Q4

Close of Quarter6/30/25
Quarterly Report to Commission Staff8/30/25
Presented to Commission.....10/16/25

Department of Transportation

Quarterly Finance Report

First Quarter 2024-25

EXECUTIVE SUMMARY

2024-25 Capital Allocations vs. Capacity Summary through September 30, 2024 (\$ in millions)

	SHOPP ¹	STIP ¹	AERO	LPP	SCCP	TCEP	ATP	TIRCP	BONDS	TOTAL
Allocation Capacity	\$5,392	\$811	\$4	\$401	\$390	\$877	\$1,156	\$3,166	\$66	\$12,262
Total Votes	1,476	99	3	0	0	56	2	74	0	1,710
Adjustments²	-2	0	0	0	0	0	0	0	0	-2
Remaining Capacity	\$3,918	\$712	\$1	\$401	\$390	\$821	\$1,154	\$3,092	\$66	\$10,555

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

¹Proposition 1B Bonds included in totals for 2024-25.

²Adjustments include authorized project increases and decreases pursuant to the Commission's G-12 process.

Through the first quarter of fiscal year 2024-25, the Commission has allocated approximately \$1.7 billion toward 178 projects. Adjustments were negative \$2 million, leaving approximately \$10.6 billion (86 percent) in remaining allocation capacity across multiple programs.

The Department's main accounts referenced in Appendix C ended the first quarter with fund balances that were generally higher than forecast, with the exception of the State Highway Account and Public Transportation Account. The Road Maintenance and Rehabilitation Account and Trade Corridor Enhancement Account ended the first quarter with fund balances that were higher than forecast due to expenditures coming in lower than projected. Conversely, the fund balances in the State Highway Account and Public Transportation Account were below forecast due to adjustments, which represent timing differences between the Department's accounting system and the SCO's accounting system, that were lower than projected.

For 2024-25, the effective fuel excise tax rates increased by 1.7 cents per gallon on gasoline, from 57.9 cents to 59.6 cents, and by 1.3 cents per gallon on diesel, from 44.1 cents to 45.4 cents. This is due to the statutory annual inflation adjustment, which was calculated at approximately 3.2 percent by the California Department of Finance.

On September 26, 2024, the President approved a Continuing Resolution to keep the federal government operating through December 20, 2024. Federal fiscal year 2025 represents the fourth year of the Infrastructure Investment and Jobs Act, enacted in November 2021. Year four formula funds total \$5.8 billion for California. States will have access to a prorated portion of the year four funds at 2024 levels through December 20, while Congress continues negotiations to fully fund the federal government through the remainder of 2025.

STATE BUDGET OUTLOOK

The Governor signed the initial 2024-25 Budget Act (Assembly Bill [AB] 107, Chapter 22, Statutes of 2024), as well as multiple legislature-approved supplemental budget and trailer bills between late June and early July that delivered a budget that is balanced over the next two fiscal years while maintaining investments in core programs. Historic reserves and responsible budgeting in recent years enable the state to maintain fiscal stability amid fluctuation in revenues.

The Enacted Budget addresses a projected \$46.8 billion shortfall of General Fund revenues through a balanced package of solutions, including spending reductions of \$16 billion. The state has taken several measures to manage General Fund revenue volatility in recent budget cycles, including setting aside a record amount of reserves, focusing most of the surplus on one-time and near-term spending instead of potentially unsustainable long-term and ongoing obligations, and paying down tens of billions of dollars of the state's long-term debt.

Specific to transportation related revenues for the 2024-25 fiscal year, the Enacted Budget projects gross state gasoline and diesel excise tax collections of approximately \$7.96 billion and \$1.52 billion, respectively. These amounts represent an increase from the previous projections of \$7.82 billion and \$1.49 billion included in the proposed Governor's Budget that was released on January 10, 2024. Transportation Improvement Fee projections increased from \$2.46 billion in the Governor's Budget to \$2.49 billion, and diesel sales tax decreased, from \$1.29 billion to \$1.28 billion between the Governor's Budget and the Enacted Budget.

The Enacted Budget maintains \$13.1 billion of the \$13.8 billion from the General Fund for transportation that align with the state's climate goals that were approved as part of the 2022 Budget Act when there were surplus General Fund revenues. This Budget includes \$675 million in General Fund reductions, \$1.5 billion in fund shifts, and \$1.8 billion in spending delays across various programs, as part of the balanced budget that was agreed upon by the Governor and Legislature.

- **Active Transportation Program** – A reduction of \$600 million of General Fund funding from the 2021-22 budget appropriation, with \$200 million being restored (\$100 million in fiscal year 2024-25 and \$100 million in fiscal year 2025-26 from the General Fund). This restoration ensures \$650 million of the original \$1.05 billion is appropriated, which is in addition to the program's base annual funding of approximately \$280 million.
- **Statewide, Regional, and Local Transit and Rail Projects - Competitive Grants** – The Budget shifts \$507 million from the General Fund to the Greenhouse Gas Reduction Fund (GGRF) over the next several years, to ensure the Transit and Intercity Rail Capital Program (TIRCP) competitive program is fully funded for its most recent cycle of projects.
- **Statewide, Regional, and Local Transit and Rail Projects - Formula Grants** – A delay of \$1 billion of formula TIRCP funds from 2024-25 to 2025-26, leaving \$1 billion for this program in 2024-25. Additionally, the Budget shifts \$839 million from General Fund to the GGRF. This ensures the original funding commitment to support local transit agencies address the fiscal cliff being experienced as ridership revenue returns to pre-pandemic levels.
- **Reconnecting Communities – Highways to Boulevards pilot program** – A reduction of \$75 million to the Highways to Boulevards pilot program, as well as a shift of \$75 million from the General Fund to the GGRF. This maintains \$75 million of the original investment for the pilot program.

- **Zero Emission Transit Capital Program** – A delay of \$690 million in program funds across the multiple years through 2027-28. This ensures the original funding commitment to support local transit agencies.

After the passage of the Budget Act of 2024 in late June, the accompanying transportation trailer bill (AB 173) was also signed by the Governor Newsom in early July and included items such as:

- Appropriates \$100 million in fiscal year 2024-25 from the General Fund to support the Active Transportation Program.
- Requires coordination by California State Transportation Agency (Agency) with the Department and the Commission to identify available funding in state transportation programs that may be used to support grade separation projects that were previously awarded funding under specified transportation programs but had that funding reverted pursuant to the Budget Act of 2024 and require to report to the Legislature on any funding that may be identified for impacted grade separation projects.
- Expands the accountability and reporting requirements for the formula based TIRCP funding by all recipients of the funds by submitting updated annual regional short-term financial plans and updated transit operator data to the Agency in order to receive moneys governed by the accountability program in fiscal years 2025-26, 2026-27 and 2027-28.
- Authorizes the Agency to issue a letter of no prejudice to applicants for the Port and Freight Infrastructure Program, which would allow an applicant to expend its own moneys on a project or any component of a project in the approved program of projects, subject to future reimbursement from program moneys for eligible expenditures if certain conditions are met.

STATE HIGHWAY OPERATION AND PROTECTION PROGRAM (SHOPP)

Fund	Allocation Capacity	Allocations to Date	Adjustments	Net Allocations	Remaining Capacity
SHA	\$150	\$293	\$7	\$300	-\$150
FTF	2,450	921	-5	916	1,534
RMRA	2,792	262	-4	258	2,534
Proposition 1B	0	0	0	0	0
Total	\$5,392	\$1,476	-\$2	\$1,474	\$3,918

Notes: Amounts may not sum to totals due to independent rounding.
\$ in millions

The Commission allocated approximately \$1.5 billion toward 102 SHOPP projects in the first quarter. Adjustments totaled negative \$2 million, leaving approximately \$3.9 billion (73 percent) in remaining allocation capacity.

State Highway Account (SHA). In the first quarter of 2024-25, net allocations for SHA SHOPP projects totaled \$300 million, resulting in an overallocation of \$150 million. This is offset by available capacity in other SHOPP funds. SHA SHOPP funds are primarily derived from a percentage of the base excise taxes on gasoline and diesel, in addition to backfilled weight fee revenue.

Federal Trust Fund (FTF). Net allocations totaling approximately \$916 million were committed toward federally eligible SHOPP projects in the first quarter. This leaves \$1.5 billion in remaining allocation capacity.

Road Maintenance and Rehabilitation Account (RMRA). Net allocations of \$258 million have been committed toward SHOPP projects through the first quarter, leaving approximately \$2.5 billion in remaining allocation capacity. Senate Bill (SB) 1 requires a fixed portion of revenue in the RMRA to be set-aside first for certain programs, the remaining balance is split equally between state and local projects.

Proposition 1B. No Proposition 1B SHOPP projects were allocated in the first quarter.

The Department will continue to monitor SHOPP resources and advise the Commission of any concerns or changes.

STATE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

Fund	Allocation Capacity	Allocations to Date	Adjustments	Net Allocations	Remaining Capacity
SHA	\$406	\$52	\$0	\$51	\$355
FTF	200	47	0	47	153
PTA	205	0	0	0	205
Proposition 1B STIP	0	0	0	0	0
Total	\$811	\$99	\$0	\$99	\$712

Notes: Amounts may not sum to totals due to independent rounding.
\$ in millions

Capital Allocations vs. Capacity

The Commission allocated approximately \$99 million toward 33 STIP projects in the first quarter, leaving approximately \$712 million (88 percent) in remaining capacity.

Outlook for Funding & Allocations

SHA. In the first quarter, net allocations for SHA STIP projects were \$51 million, leaving approximately \$355 million in remaining allocation capacity. Revenue derived from the incremental portion of the state excise tax on gasoline is the primary funding source of state funds for the STIP.

FTF. Net allocations totaling \$47 million were committed toward federally eligible STIP projects in the first quarter, leaving \$153 million in remaining allocation capacity.

Public Transportation Account (PTA). There were no PTA STIP allocations in the first quarter.

Proposition 1B. There were no Proposition 1B STIP allocations in the first quarter.

Recommendations

The Department will continue to monitor STIP resources and advise the Commission of any concerns or changes.

AERONAUTICS (AERO) PROGRAM

Fund	Allocation Capacity	Allocations to Date	Adjustments	Net Allocations	Remaining Capacity
AERO Account	\$3.9	\$2.5	\$0	\$2.5	\$1.4
Total	\$3.9	\$2.5	\$0	\$2.5	\$1.4

Notes: Amounts may not sum to totals due to independent rounding.
\$ in millions

Capital Allocations vs. Capacity

The Commission allocated a lump-sum of \$2.5 million toward the Airport Improvement Program for 2024-25. During the first quarter, the Department sub-allocated approximately \$560,000 toward eight projects. There were no Acquisition & Development actions in the first quarter.

Outlook for Funding & Allocations

The 2024 AERO Account Fund Estimate was adopted by the Commission at the August 2023 meeting. In 2019-20, the Department, in collaboration with the Department of Finance developed a budget change proposal to request \$10 million over 4-years in transfers from the Local Airport Loan Account (LALA) to support the AIP matching grant through fiscal year 2023-24. Beginning fiscal year 2024-25, the AERO Account will no longer receive an annual \$2.5 million dollar transfer of funds from LALA.

Recommendations

The Department will continue to monitor AERO resources and advise the Commission of any changes or issues.

LOCAL PARTNERSHIP PROGRAM (LPP)

Fund	Allocation Capacity	Allocations to Date	Adjustments	Net Allocations	Remaining Capacity
RMRA	\$401	\$0	\$0	\$0	\$401
Total	\$401	\$0	\$0	\$0	\$401

Notes: Amounts may not sum to totals due to independent rounding.
\$ in millions

Capital Allocations vs. Capacity

One LPP project allocation and two allocation amendments were approved by the Commission in the first quarter totaling -\$415,000. Remaining allocation capacity is approximately \$401 million (100 percent).

Outlook for Funding & Allocations

Final guidelines for the 2024 LPP, which cover fiscal years 2025-26 and 2026-27, were adopted by the Commission during the August 2024 meeting. The two-year program includes a total of \$452 million in funding split between the Formulaic and Competitive programs. The 2024 LPP Formulaic Funding Distribution was adopted by the Commission at the August 2024 meeting.

Recommendations

The Department will continue to monitor LPP resources and advise the Commission of any changes or issues.

SOLUTIONS FOR CONGESTED CORRIDORS PROGRAM (SCCP)

Fund	Allocation Capacity	Allocations to Date	Adjustments	Net Allocations	Remaining Capacity
SHA	\$390	\$0	\$0	\$0	\$390
Total	\$390	\$0	\$0	\$0	\$390

Notes: Amounts may not sum to totals due to independent rounding.
\$ in millions

Capital Allocations vs. Capacity

There were no allocations to SCCP projects during the first quarter. Remaining capacity is \$390 million.

Outlook for Funding & Allocations

Guidelines for the 2024 cycle of the SCCP were adopted by the Commission at the August 2024 meeting. The 2024 SCCP will provide two years of funding in fiscal years 2025-26 and 2026-27 totaling approximately \$481 million.

Recommendations

The Department will continue to monitor SCCP resources and advise the Commission of any changes or issues.

TRADE CORRIDOR ENHANCEMENT PROGRAM (TCEP)

Fund	Allocation Capacity	Allocations to Date	Adjustments	Net Allocations	Remaining Capacity
TCEA	\$753	\$56	\$0	\$56	\$697
FTF	124	0	0	0	124
Total	\$877	\$56	\$0	\$56	\$821

Notes: Amounts may not sum to totals due to independent rounding.
\$ in millions

Capital Allocations vs. Capacity

The Commission allocated \$56 million toward four TCEP projects during the first quarter. Remaining capacity is \$821 million (94 percent).

Outlook for Funding & Allocations

The 2024 TCEP Guidelines and Fund Estimate, which cover fiscal years 2025-26 and 2026-27, were both adopted by the Commission at the August 2024 meeting. The 2024 TCEP will provide two years of funding in fiscal years 2025-26 and 2026-27 totaling approximately \$900 million.

Recommendations

The Department will continue to monitor TCEP resources and advise the Commission of any changes or issues.

ACTIVE TRANSPORTATION PROGRAM (ATP)

Fund	Allocation Capacity	Allocations to Date	Adjustments	Net Allocations	Remaining Capacity
SHA	\$425	\$0	\$0	\$0	\$425
FTF	325	-5	0	-5	330
RMRA	334	7	0	7	327
General Fund	72	0	0	0	72
Total	\$1,156	\$2	\$0	\$2	\$1,154

Notes: Amounts may not sum to totals due to independent rounding.
\$ in millions

Capital Allocations vs. Capacity

The Commission allocated \$2 million toward 11 ATP projects in the first quarter, leaving approximately \$1.2 billion (100 percent) in remaining allocation capacity.

Outlook for Funding & Allocations

The Fund Estimate and guidelines for the 2023 ATP were adopted by the Commission at the March 2022 meeting. The sixth cycle of the ATP cover fiscal years 2024-25 through 2026-27. In June 2022, Governor Newsom approved AB 180, which amended the Budget Act of 2021 and appropriated \$1.05 billion in a one-time General Fund augmentation for ATP. This additional funding was captured in the Amended 2023 ATP Fund Estimate adopted by the Commission at the August 2022 meeting. The 2025 ATP guidelines and Fund Estimate were adopted by the Commission at the March 2024 meeting. The seventh cycle of the ATP cover fiscal years 2025-26 through 2028-29. In June 2024, the Governor signed the Budget Act of 2024 and accompanying trailer bill reducing the \$1.05 billion augmentation by \$600 million but restored \$100 million in each of fiscal years 2024-25 and 2025-26 (for a total of \$200 million being restored). An Amended 2025 ATP Fund Estimate, which reflect these changes in state funds, was adopted by the Commission at the August 2024 meeting.

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)

Fund	Allocation Capacity	Allocations to Date	Adjustments	Net Allocations	Remaining Capacity
Cap-and-Trade	\$1,717	\$22	\$0	\$22	\$1,695
PTA	1,046	28	0	28	1,018
General Fund	403	25	0	25	379
Total	\$3,166	\$74	\$0	\$74	\$3,092

Notes: Amounts may not sum to totals due to independent rounding.
\$ in millions

Capital Allocations vs. Capacity

During the first quarter, the Commission has allocated \$74 million toward 25 TIRCP projects. This leaves approximately \$3.1 billion (98 percent) in remaining allocation capacity. The Altamont Corridor Express (ACE) Expansion – Lathrop to Merced project, which is not allocated by the Commission and not displayed in the table above, did not have allocations in the first quarter.

TIRCP projects are typically very large capital projects with a combination of various funding sources in addition to TIRCP funding. The projects require several years to develop and bring to allocation. The complexity of bringing together multiple fund sources for projects can also impact the timing of project allocations. Remaining capacity is due to multi-year funding commitments for programmed projects, including the ACE Train Expansion project.

Outlook for Funding & Allocations

The TIRCP receives approximately 10 percent of the annual proceeds earned by the state through Cap-and-Trade auctions. Annual proceeds are determined by the number of state-owned emission allowances sold at quarterly auctions held in August, November, February, and May. The TIRCP also receives more stable funding through Transportation Improvement Fee (TIF) revenue deposited in the PTA. The TIF is index to inflation and adjusted each year in January.

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

Fund	Allocation Capacity	Allocations to Date	Remaining Capacity
Proposition 1A	\$51	\$0	\$51
CMIA	0	0	0
TCIF	0	0	0
Intercity Rail	3	0	3
Local Bridge Seismic	11	0	11
Grade Separations ¹	0	0	0
Traffic Light Synchronization	0	0	0
Route 99	0	0	0
Short-Line Railroad	1	0	1
Total	\$66	\$0	\$66

Notes: Amounts may not sum to totals due to independent rounding.
\$ in millions

¹Highway-Railroad Crossing Safety Account (HRCSA)

Capital Allocations vs. Capacity

There were no allocations to Proposition 1A & 1B Bonds projects during the first quarter. Remaining capacity is \$66 million.

Outlook for Funding & Allocations

In the first quarter of 2024-25, the Department received no upfront proceeds for either Proposition 1A or Proposition 1B from the sale of General Obligation (GO) bonds. The State Treasurer's Office did not issue Commercial Paper (CP) from July 2024 to September 2024.

Through the first quarter, the Department has been issued approximately \$2.8 billion in CP for Proposition 1A and Proposition 1B projects, of which all but \$527 million has been refunded with GO bond proceeds.

Proposition 1B authority is available for allocation in fiscal year 2024-25, plus 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. Original allocations are nearly complete for all programs except the Local Bridge Seismic Retrofit Account program, which will continue to make original allocations for several more years. A remaining amount of \$51 million is available for allocation on Proposition 1A connectivity projects.

Recommendations

The Department will continue to monitor Bond resources and advise the Commission of any concerns or changes.

APPENDICES

Appendix AAllocation Capacity and Assumptions

Appendix B Authorized Changes

Appendix C Cash Forecasts

**Forecast Methodology
State Highway Account
Public Transportation Account
Traffic Congestion Relief Fund
Road Maintenance and Rehabilitation Account
Trade Corridor Enhancement Account**

Appendix D Federal Emergency Relief Projects

Appendix E Transportation Loans

Status of Outstanding Transportation Loans, as of September 30, 2024

APPENDIX A – ALLOCATION CAPACITY AND ASSUMPTIONS

2024-25 Final Allocation Capacity By Fund and Program (\$ in millions)

Fund	SHOPP	STIP	AERO	LPP	SCCP	TCEP	ATP	TIRCP	BONDS	TOTAL
SHA	\$150	\$406	\$0	\$0	\$390	\$0	\$425	\$0	\$0	\$1,371
FTF	2,450	200	0	0	0	124	325	0	0	3,099
RMRA	2,792	0	0	401	0	0	334	0	0	3,527
TCEA	0	0	0	0	0	753	0	0	0	753
PTA	0	205	0	0	0	0	0	1,046	0	1,251
AERO	0	0	4	0	0	0	0	0	0	4
General Fund	0	0	0	0	0	0	72	403	0	476
Cap and Trade	0	0	0	0	0	0	0	1,717	0	1,717
Proposition 1A Bonds ¹	0	0	0	0	0	0	0	0	51	51
Proposition 1B Bonds ¹	0	0	0	0	0	0	0	0	15	15
Total Capacity	\$5,392	\$811	\$4	\$401	\$390	\$877	\$1,156	\$3,166	\$66	\$12,262

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

¹Subject to bond sales.

The 2024-25 allocation capacity of approximately \$12.3 billion is based by program on the following:

- The SHOPP SHA, FTF, and RMRA allocation capacities are based on:
 - The 2024-25 Enacted Budget revenue and expenditure estimates,
 - The 2024 STIP Fund Estimate federal receipts and August Redistribution estimates,
 - The SHA prudent cash balance of \$415 million,
 - 2023-24 carryover allocation capacity,
 - SB 1 projections provided by the Department of Finance (DOF)
- The STIP SHA, FTF, and PTA allocation capacities are based on:
 - The 2024-25 Enacted Budget revenue and expenditure estimates,
 - The 2024 STIP Fund Estimate federal receipts and August Redistribution estimates,
 - The SHA prudent cash balance of \$415 million,
 - The PTA prudent cash balance of \$300 million,
 - 2023-24 carryover allocation capacity
- The AERO capacity is based on the 2024 AERO Program Fund Estimate, and 2024-25 Enacted Budget revenue and transfers.
- The LPP capacity is based on the statutory allocation of \$200 million from the RMRA, and approximately \$201 million in carryover capacity.
- The SCCP capacity is based on the statutory allocation of \$250 million from the SHA, and approximately \$140 million in carryover capacity.
- The TCEP capacity is based on the 2024-25 Enacted Budget revenue, estimated Federal funds and 2023-24 carryover capacity.

- The ATP capacity is based on the Amended 2023 ATP Fund Estimate. The ATP capacity also incorporates the following assumptions:
 - State and federal resources are forecasted to remain stable,
 - SB 1 statutory allocation of \$100 million from RMRA,
 - 2023-24 carryover allocation capacity,
 - Net reduction of \$500 million in state funds resulting from changes in the Budget Act, which includes the restoration of \$100 million in General Fund for 2024-25.
- The TIRCP capacity is based on following assumptions:
 - 2024-25 Enacted Budget revenue in the PTA,
 - Projected Cap-and-Trade proceeds,
 - 2023-24 TIRCP carryover allocation capacity,
 - Reduction due to delays in funding resulting from changes in the Budget Act.
- Bond capacity is based on remaining bond authority, budget authority, and any administrative costs.
 - Proposition 1A and 1B capacities are based on the 2024-25 Enacted Budget and includes 2023-24 remaining authority. The bond capacities are also dependent on the sale of sufficient bonds for funding.
 - Allocation capacities for the Highway-Railroad Crossing Safety Account (HRCSA), SHOPP, State Route 99, and TCIF are a result of project close-out and administrative savings.
 - Capacities for Inter-City Rail and the Local Bridge Seismic Retrofit Account (LBSRA) are based on the allocation of originally programmed projects.

APPENDIX B – AUTHORIZED CHANGES

2024-25 Authorized Changes Summary through August 31, 2024 (\$ in millions)

Program	Increase Count	Increase \$	Decrease Count	Decrease \$	Total Count ³	Net \$ Change
SHOPP ¹	24	\$24.6	21	-\$26.7	45	-\$2.2
STIP ²	0	0	1	-0.2	1	-0.2
TOTAL	24	\$24.6	22	-26.9	46	-2.3

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

¹Includes SHOPP G-12s, Proposition 1B Bond G-12s (SHOPP Augmentation) adjustments.

²Includes STIP G-12 and Proposition 1B Bond G-12 (TFA) adjustments.

³May include net zero adjustments.

Summary of Authorized Changes

SHOPP. The Department processed 24 project increases, totaling \$24.6 million (average of \$1 million per authorization). The Department also processed 21 project decreases, totaling negative \$26.7 million (average of negative \$1.3 million per authorization). The net change of the 45 allocation adjustments represent a savings of approximately \$2.2 million during the first quarter.

STIP. The Department has processed one project decrease for a savings of \$170,400.

Background

Commission Resolution G-22-12, which amends Resolution G-19-12, (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 24-month cash forecasts for the SHA, PTA, TCRF, RMRA and TCEA 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 2024-25 cash forecasts were based on the following assumptions:

- State Operations projections are based on historical trends and assumes an approximately 2.9 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 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.
- Annually adjusted contributions to the Transportation Revolving Account.

SHA

- Capacity levels established in the most recent STIP Fund Estimates encouraged the expeditious planning and delivery of projects. The cash balance is anticipated to reflect the ongoing project delivery over the 24-month period and beyond.
- SB 1 provided significant increases to revenue to fund capital outlay transportation programs such as SHOPP.
- 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

- PTA balances reflect the ongoing Transit and Intercity Rail Capital Program (TIRCP) projects, which are typically large, include other funding sources in addition to PTA, and require several years to develop and bring forward for allocation. Consequently, there is a lag before TIRCP projects result in significant cash outflows. Minor fluctuations to the cash balance are expected until TIRCP project spending accelerates, which is anticipated to occur beyond the 24-month period.
- Projected TIRCP programming estimates by the Department's Planning and Modal Program.
- Revenue projections provided by the DOF.
- Prudent cash balance of \$300 million.

TCRF

- No further allocation capacity is available due to cessation of the Traffic Congestion Relief Program pursuant to SB 1. Programmed projects will continue to expend over the 24-month period based on historical patterns.
- Prudent cash balance of \$5 million.

RMRA

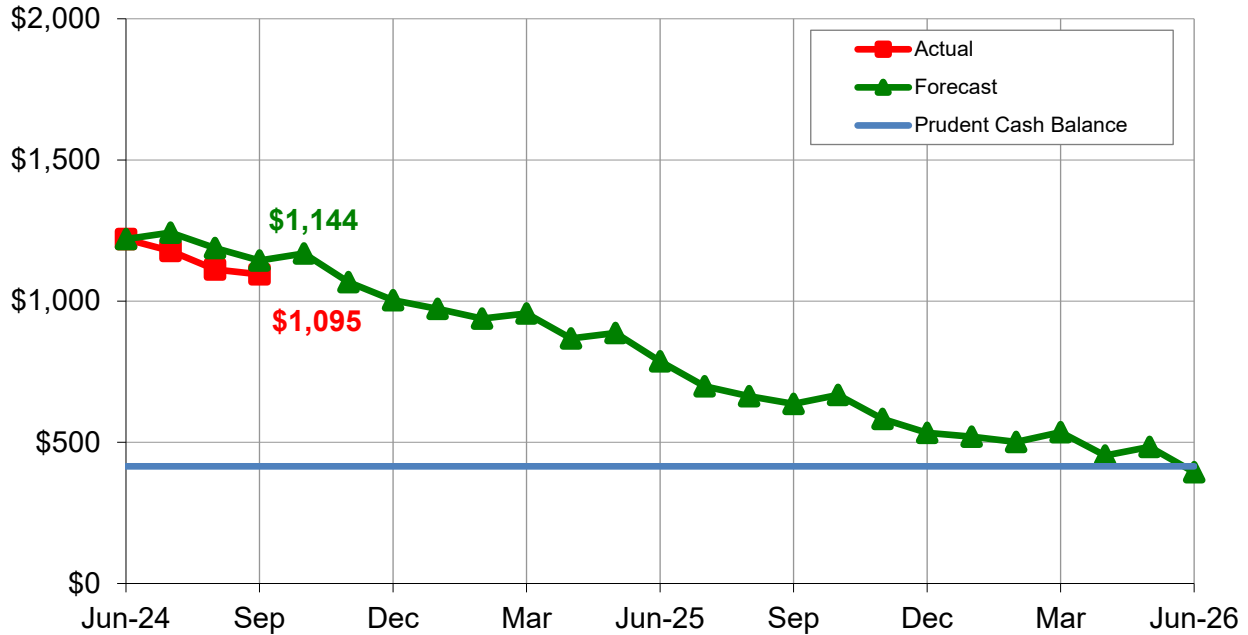
- Capacity levels established in the most recent STIP Fund Estimates accelerated the development and planned delivery of projects, many of which will enter phases requiring increased spending during the 24-month period.
- SB 1 provided significant increased revenue to support new and more recently adopted transportation programs in addition to providing additional funding for programs such as SHOPP.
- Includes projected allocations of emergency SHOPP projects.
- Revenue projections based on data provided by the DOF.
- Prudent cash balance of \$400 million.

TCEA

- Represents state funding for the TCEP, which was created through the passage of SB 1. Programming and allocation capacity are based on the anticipated receipt of revenue each fiscal year, which is expected to result in an increased cash balance over the 24-month period.
- Revenue projections provided by the DOF.
- Forecasted expenditures are based on historical spending patterns.
- Prudent cash balance of \$50 million.

Appendix C – Cash Forecasts – State Highway Account

State Highway Account (SHA) 24-Month Cash Forecast (\$ in millions)



Year-to-Date SHA Summary

The SHA ending cash balance through the first quarter was approximately \$1.1 billion, \$49 million (4 percent) below forecast. The variance is primarily due to adjustments that were lower than forecast. Revenues totaled \$425 million, \$19 million (4 percent) below forecast. Transfers, which primarily comprise of incoming transfers of excise tax revenue, totaled \$715 million, \$41 million (6 percent) above forecast. Expenditures totaled approximately \$1.4 billion, \$3 million above forecast. Adjustments, which represent timing differences between the Department's accounting system and the SCO's accounting system, were \$91 million.

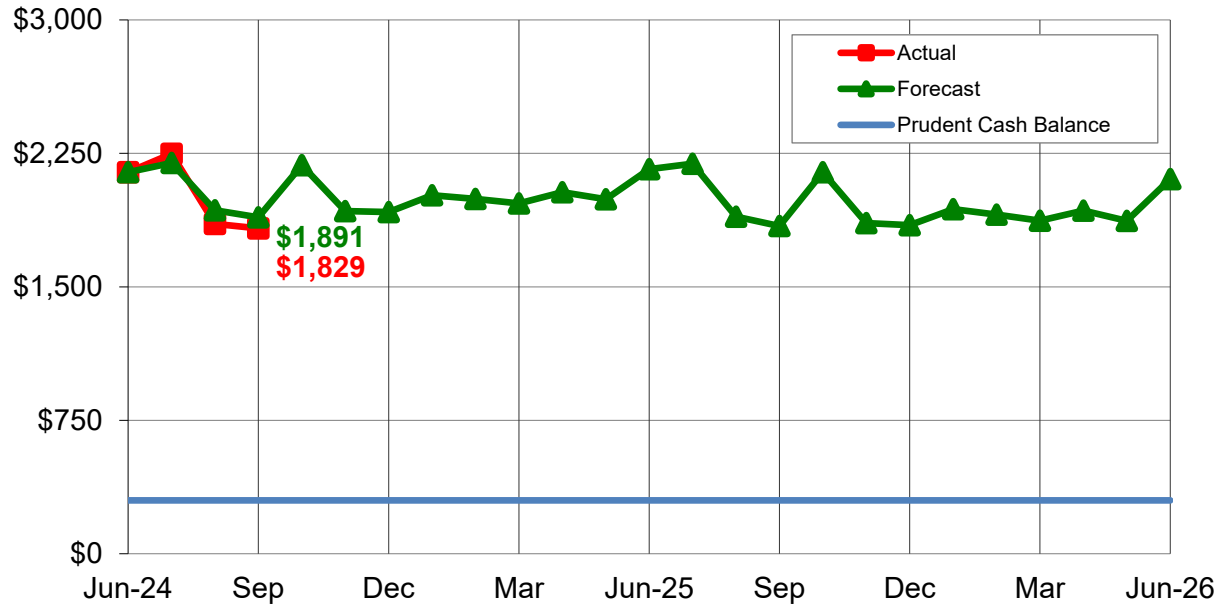
Year-to-Date Reconciliation (\$ in millions)

	Forecast	Actual	Difference	%
Beginning Cash Balance	\$1,220	\$1,220	N/A	
Revenues	443	425	-19	
Transfers	674	715	41	
Expenditures	-1,358	-1,355	3	
Adjustments	165	91	-74	
Ending Cash Balance	\$1,144	\$1,095	-\$49	-4%

Notes: Amounts may not sum to totals due to independent rounding.

Appendix C – Cash Forecasts – Public Transportation Account

Public Transportation Account (PTA) 24-Month Cash Forecast (\$ in millions)



Year-to-Date PTA Summary

The PTA ending cash balance through the first quarter was approximately \$1.8 billion, \$62 million (3 percent) below forecast. 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 lower than forecast. Revenues totaled approximately \$137 million, \$2 million (2 percent) above forecast. Transfers totaled \$25 million in the first quarter. Expenditures were \$385 million, \$81 million (17 percent) below forecast. Adjustments were negative \$93 million in the first quarter.

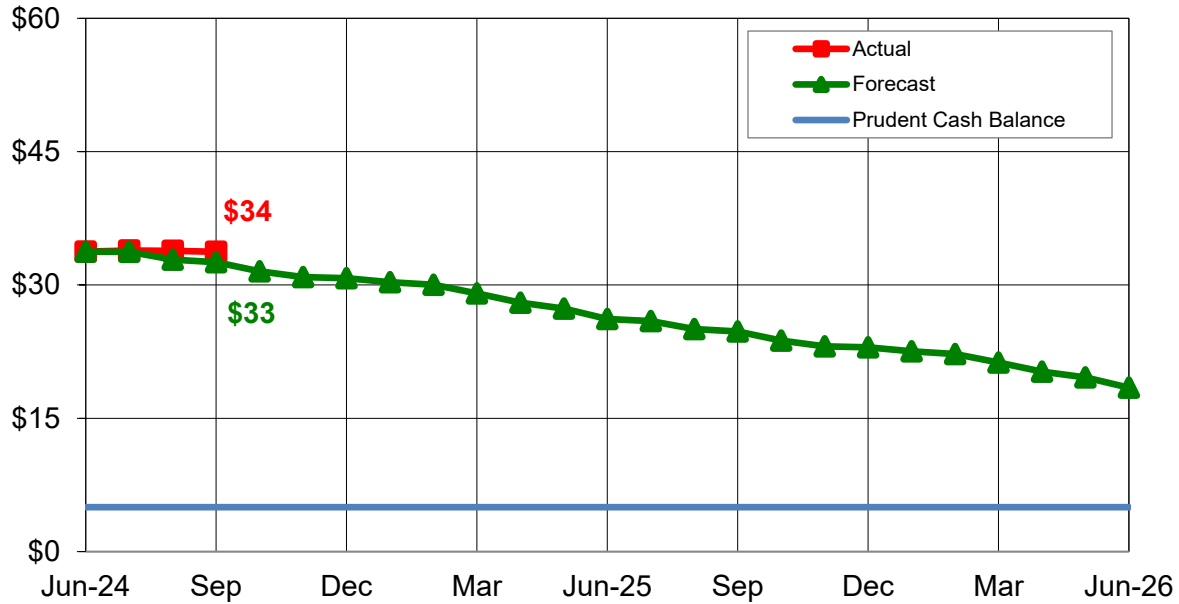
Year-to-Date Reconciliation (\$ in millions)

	Forecast	Actual	Difference	%
Beginning Cash Balance	\$2,144	\$2,144	N/A	
Revenues	135	137	2	
Transfers	23	25	3	
Expenditures	-466	-385	81	
Adjustments	55	-93	-148	
Ending Cash Balance	\$1,891	\$1,829	-\$62	-3%

Notes: Amounts may not sum to totals due to independent rounding.

Appendix C – Cash Forecasts – Traffic Congestion Relief Fund

Traffic Congestion Relief Fund (TCRF) 24-Month Cash Forecast (\$ in millions)



Year-to-Date TCRF Summary

The TCRF ending cash balance through the first quarter was \$34 million, \$1 million (4 percent) above forecast. Expenditures were \$1 million below forecast. Adjustments, which represent timing differences between the Department's accounting system and the SCO's accounting system, were zero.

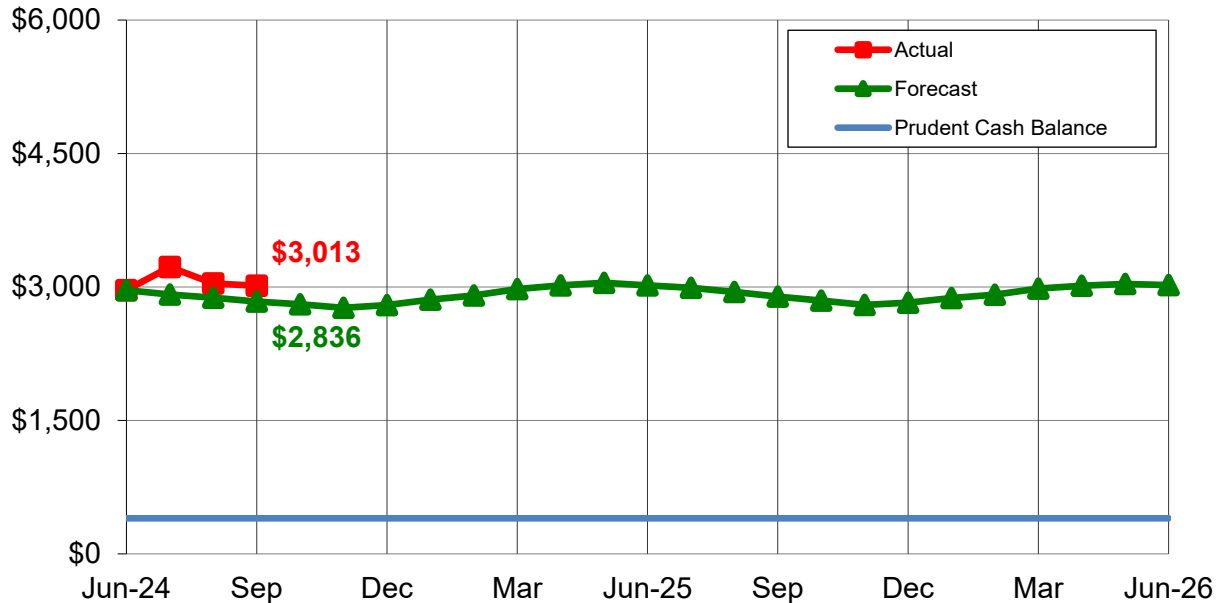
Year-to-Date Reconciliation (\$ in millions)

	Forecast	Actual	Difference	%
Beginning Cash Balance	\$34	34	N/A	
Revenues	0	0	0	
Transfers	0	0	0	
Expenditures	-1	0	1	
Adjustments	0	0	0	
Ending Cash Balance	33	34	1	4%

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

Appendix C – Cash Forecasts – Road Maintenance and Rehabilitation Account

Road Maintenance and Rehabilitation Account (RMRA) 24-Month Cash Forecast (\$ in millions)



Year-to-Date RMRA Summary

The RMRA ending cash balance through the first quarter was approximately \$3 billion, \$177 million (6 percent) above the forecast. The variance is primarily due to expenditures that were lower than forecast. Revenues totaled approximately \$520 million, \$16 million (3 percent) above forecast. Transfers totaled \$603 million, \$34 million (6 percent) above forecast. Expenditures were \$1 billion, \$172 million (15 percent) below forecast. Adjustments, which represent timing differences between the Department's accounting system and the SCO's accounting system, were negative \$72 million through in first quarter.

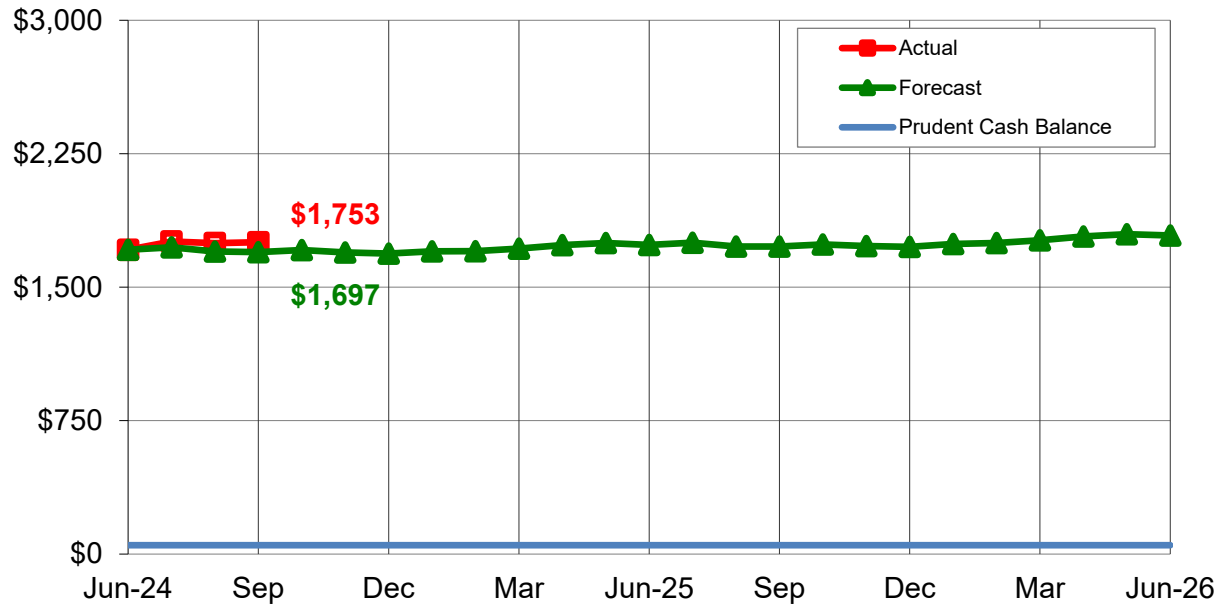
Year-to-Date Reconciliation (\$ in millions)

	Forecast	Actual	Difference	%
Beginning Cash Balance	\$2,965	\$2,965	N/A	
Revenues	504	520	16	
Transfers	569	603	34	
Expenditures	-1,175	-1,003	172	
Adjustments	-27	-72	-45	
Ending Cash Balance	\$2,836	\$3,013	\$177	6%

Notes: Amounts may not sum to totals due to independent rounding.

Appendix C – Cash Forecasts – Trade Corridor Enhancement Account

Trade Corridor Enhancement Account (TCEA) 24-Month Cash Forecast (\$ in millions)



Year-to-Date TCEA Summary

The TCEA ending cash balance through the first quarter was approximately \$1.8 billion, \$55 million (3 percent) above the forecast balance. The variance is due to expenditures that were lower than forecast. In the first quarter, revenues totaled \$18 million, \$4 million (24 percent) above the forecast. Transfers, which are deposits of diesel excise tax revenue, were \$104 million, \$5 million (5 percent) above the forecast. Expenditures were \$80 million, \$49 million (38 percent) below forecast. Adjustments, which represent the timing differences between the Department's accounting system and the SCO's accounting system, were zero.

Year-to-Date Reconciliation (\$ in millions)

	Forecast	Actual	Difference	%
Beginning Cash Balance	\$1,710	\$1,710	N/A	
Revenues	15	18	4	
Transfers	98	104	5	
Expenditures	-129	-80	49	
Adjustments	3	0	-2	
Ending Cash Balance	\$1,697	\$1,753	\$55	3%

Notes: Amounts may not sum to totals due to independent rounding.

APPENDIX D – FEDERAL EMERGENCY RELIEF PROJECTS

The Federal Highway Administration (FHWA) Emergency Relief Program allocates \$100 million on an annual basis to fund repairs and reconstruction of eligible highway damage resulting from declared disasters nationwide. Congress has periodically provided additional funds for the program through supplemental appropriations. The table below represents the remaining Emergency Relief (ER) funding need for approved California disasters. The need for the next 0-6 months is the basis for the formal request of ER funding made to the FHWA. Columns for “Total Federally Eligible Cost of Event” and “ER Funds Previously Allocated” have been included to reflect standard reporting submitted to the FHWA.

EVENT (\$ in thousands)	Total Federal Eligible Cost of Event	ER Funds Previously Allocated	Net Allocation Needs Next 0-6 Months	Net Allocation Needs Beyond 6 Months
CA06-1 December 2005 Statewide Storms	\$587,487	\$578,139	\$9,349	\$0
CA15-2 December 2014 Statewide Storm Damage	\$102,275	\$98,840	\$2,995	\$440
CA16-4 March 5, 2016 Storms	\$117,595	\$115,035	\$2,560	\$0
CA17-1 December 9, 2016 Storms	\$90,364	\$62,540	\$293	\$27,530
CA17-2 January 6, 2017 Storms	\$984,713	\$943,303	\$9,084	\$32,326
CA18-1 October 2017 Wildfires	\$19,873	\$7,965	\$2,117	\$9,790
CA18-2 October 2017 Napa Fire Complex	\$3,868	\$528	\$0	\$3,341
CA18-3 December 2017 Thomas, Creek and Rye, Lilac Fire	\$40,795	\$39,398	\$0	\$1,397
CA18-6 July 2018 Fires SB, Sis, SD Counties	\$25,274	\$17,113	\$0	\$8,161
CA19-1 November 2018 Fires	\$144,428	\$143,911	\$517	\$0
CA19-2 January / February Winter Storms	\$277,060	\$167,775	\$17,878	\$91,407
CA20-2 August 2020 Wildfires	\$80,587	\$75,614	\$743	\$4,230
CA21-1 January '21 Winter Storms	\$64,663	\$34,219	\$1,540	\$28,903
CA21-2 Summer '21 Wildfires	\$1,073	\$56	\$0	\$1,017
CA22-1 October '21 Alisal Fire	\$2,014	\$1,339	\$591	\$85
CA22-2 October '21 Winter Storms	\$11,652	\$3,407	\$1,453	\$6,792
CA22-3 December '21 Winter Storms	\$38,233	\$1,839	\$4,111	\$32,283
CA22-4 January '22 Colorado Fire	\$1,562	\$1,267	\$350	\$0
CA22-5 June '22 Storms	\$15,241	\$0	\$0	\$15,241
CA22-7 July '22 Siskiyou Fire	\$4,121	\$0	\$0	\$4,121
CA23-1 December '22 Storms	\$266,002	\$58,185	\$40,946	\$166,872
CA23-2 December '22 Earthquake	\$4,622	\$820	\$119	\$3,682
CA23-3 February '23 Winter Storms	\$204,216	\$21,463	\$27,964	\$154,789
CA23-4 Tropical Storm Hilary	\$34,506	\$9,002	\$3,745	\$21,758
CA24-1 November '23 LA I-10 Structure Fire	\$20,410	\$3,000	\$19,664	\$0
CA24-2 December 2023 Winter Storms	\$8,196	\$0	\$0	\$8,196
CA24-3 February 2024 Winter Storms	\$27,849	\$0	\$0	\$34,579
CA24-4 March 2024 Winter Storms	\$7,065	\$0	\$0	\$7,065
TOTAL	\$3,185,743	\$2,384,758	\$146,018	\$664,005

Future federal ER funding of this type can only be used to fund emergency-relief 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 September 30, 2024 (\$ in millions)

FUND	Original Loan	Loans / Interest Paid-to-Date	Remaining Balance
High-Speed Passenger Train:			
2013-14 Public Transportation Account (PTA) ¹	\$23	\$0	\$23
2014-15 Public Transportation Account (PTA) ¹	31	0	31
Subtotal High-Speed Passenger Train Loans:	\$54	\$0	\$54
Totals:	\$54	\$0	\$54

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

¹Repayment 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.

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, consisting of \$5.4 million in August 2013, \$8.9 million in October 2013, \$5.6 million in March 2014, and \$3 million in June 2014. The 2014-15 Budget Act authorized additional loans of up to \$31.6 million for support costs incurred in 2014-15, including an initial authorization of \$29.3 million and an additional authorization of \$2.3 million. During 2014-15, a total of \$30.9 million was loaned, consisting of \$7.3 million in September 2014, \$7.3 million in December 2014, \$7.3 million in February 2015, \$2.3 million in March 2015, and \$6.7 million in May 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.

MEMORANDUM

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 5-6, 2024

From: STEVEN KECK, Chief Financial Officer

Reference Number: 3.6, Information Item

Prepared By: René Fletcher, Chief (Acting)
Division of Right of Way and Land Surveys

Subject: **QUARTERLY REPORT – FISCAL YEAR 2024-25 RIGHT OF WAY ANNUAL ALLOCATION – FIRST QUARTER**

SUMMARY:

As of September 30, 2024, approximately \$18.2 million, or 16 percent, of the \$115.4 million allocated by the California Transportation Commission (Commission) for Right of Way (RW) capital has been committed on State Highway Operation and Protection Program (SHOPP) and State Transportation Improvement Program (STIP) projects. The annual RW Capital Plan approved by the Commission on June 28, 2024, under Resolution FM-23-04, consisted of 548 projects. Funds have been committed on 147, or approximately 27 percent, of the previously identified projects. The RW Capital Plan has been amended to include 64 additional projects that required 2024-25 allocation.

BACKGROUND:

The Department's Division of Right of Way and Land Surveys administers the RW capital budget under delegated authority from the Commission. The Commission provides an annual allocation consistent with each fiscal year's Budget Act, approved STIP and SHOPP documents, and the RW Capital Plan. The RW Capital Plan includes RW capital outlay costs, plus the specific categories of costs during the Project Approval and Environmental Document (PA&ED) phase, costs exceeding programming, and inverse condemnation costs. The Commission further delegates to the Department the authority to adjust allocation between projects and expenditure categories.

Per Resolution G-19-01, the Department is required to report on a quarterly basis the status of the RW Capital Plan, including a list of the projects added, subtotals of the specific categories, and the balance of the annual allocation.

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FISCAL YEAR 2024-25 RW CAPITAL ANNUAL ALLOCATION SUMMARY
(Dollars x 1,000)

Capital Projects	Annual Allocation per CTC Resolution FM-23-04	Annual Allocation Encumbered or Expended as of 09/30/2024	Annual Allocation Balance
STIP Capital Costs	\$14,449	\$4,841	\$9,608
STIP Costs During the PA&ED Phase ¹	\$28	\$0	\$28
STIP Costs Exceeding Programming ²	\$9,552	\$1,191	\$8,361
STIP Inverse Costs	\$0	\$0	\$0
Subtotal STIP	\$24,029	\$6,032	\$17,997
SHOPP Capital Costs	\$79,461	\$6,108	\$73,353
SHOPP Costs During the PA&ED Phase ¹	\$4,564	\$62	\$4,502
SHOPP Costs Exceeding Programming ²	\$7,127	\$1,332	\$5,795
SHOPP Inverse Costs ²	\$249	\$4,638	(\$4,389)
Subtotal SHOPP	\$91,401	\$12,140	\$79,261
Total	\$115,430	\$18,172	\$97,258

A copy of the detailed [RW Capital Plan](#) is available online.

¹ As of September 30, 2024, expenditures and encumbrances made during the PA&ED phase total less than 0.5 percent of the approved allocation. Resolution G-19-01 limits these commitments to 5 percent of the total Annual Allocation.

² The 2024 STIP Fund Estimate identifies a \$16 million fund reservation for unprogrammed RW capital costs. As of September 30, 2024, \$7.1 million has been committed. Approximately \$983,000 will be reclassified as programmed costs after STIP share adjustments are made at the time of Construction Contract Acceptance.

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MEMORANDUM

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 5-6, 2024

From: STEVEN KECK, Chief Financial Officer

Reference Number: 3.7, Information Item

Prepared By: Marlon Flournoy, Chief
Division of Aeronautics (Acting)

Subject: **FISCAL YEAR 2024–25 FIRST QUARTER REPORT - AERONAUTICS
ACQUISITION AND DEVELOPMENT PROGRAM AND AIRPORT IMPROVEMENT
PROGRAM**

SUMMARY:

The attached report is the California Department of Transportation's (Department), Division of Aeronautics (Aeronautics) Fiscal Year 2024–25 First Quarter Report for the Acquisition and Development (A&D) and Airport Improvement Program (AIP) Matching Grant Programs, which will be presented as an informational item at the California Transportation Commission's (Commission) December 2024 meeting.

BACKGROUND:

The Department's A&D and AIP Matching Grants Programs are funded by the Aeronautics Account in the State Transportation Fund. They are prepared in accordance with the California Public Utilities Code (PUC), Sections 21683 and 21706.

The PUC provides that the Department, upon allocation by the Commission, may provide a matching grant to a public entity up to five percent of the amount of a Federal AIP Grant. Each year the Commission approves an annual allocation to match AIP grants. This allocation provides the authority for the Department to subvent matching funds to individual projects as requested by airport sponsors.

The Department's A&D Program is a biennial, two-year program providing State grants to airports for planning, construction, and land acquisition. A&D projects are State funded at 90 percent of the total project cost with a 10 percent local match required. The Department provides the Commission with quarterly reports on the status of all sub-allocations made for State AIP matching grant funds and the status of all projects in the A&D Program.

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It should be noted the Aeronautics Account is a continuously appropriated account, and any unused funds would revert to the Aeronautics account for use in future fiscal years.

Attachment:

First Quarter Report – Aeronautics Acquisition and Development Program and Airport Improvement Program Matching Grants Program



Fiscal Year 2024–25 First Quarter Report

Division of Aeronautics

Acquisition and Development Grants
And
Airport Improvement Program Matching Grants Programs

Quarterly Report to the
California Transportation Commission

ACQUISITION AND DEVELOPMENT PROGRAM

BACKGROUND:

The California Department of Transportation's (Caltrans), Division of Aeronautics (Aeronautics) Acquisition and Development (A&D) Grants Program is a biennial, two-year program providing State grants to eligible, publicly owned, public-use airports for planning, construction, and land acquisition. The next A&D Program will be developed subsequently to the forthcoming legislative changes that allow for expanded project categories. Therefore, there are currently no programmed projects in the A&D Program.

FEDERAL AIRPORT IMPROVEMENT PROGRAM MATCHING GRANTS

BACKGROUND:

Caltrans' Aeronautics' Airport Improvement Program (AIP) Matching Grants Program (Program) is funded by the Aeronautics Account in the State Transportation Fund. It is prepared in accordance with the California Public Utilities Code (PUC), Sections 21683 and 21706.

Section 21683.1 of the PUC provides that Caltrans, upon allocation by the California Transportation Commission (Commission), may provide a matching grant to a public entity up to five percent of the amount of a federal AIP grant.

Each year the Commission approves an annual allocation to match Federal Aviation Administration (FAA) AIP grants. This allocation provides the authority for Caltrans to subvent matching funds to individual projects as requested by airport sponsors.

Caltrans provides the Commission with quarterly reports on the status of all sub-allocations made for State AIP Matching grant funds. It should be noted that the Aeronautics Account is a continuously appropriated account, and any unused funds revert to the Aeronautics Account for use in future fiscal years.

PROGRAM SUMMARY:

At its June 2024 meeting, the Commission allocated \$2.5 million for the 2024–25 Program. To assist as many airports as possible, a \$150,000 maximum per project is in effect for the current Program. A list of awarded grants and anticipated awarded grant are included in the following pages of this report. As of the first quarter of 2024–25, Caltrans has sub-allocated \$559,666 to 8 projects as detailed on the following spreadsheet:

Federal AIP Matching Grants

Airport	Sponsor	Project Description	Dist	State Grant Date	FAA Grant Amount	State Match Amount	Total Project Cost
Napa	County of Napa	Reconstruct Taxiway K	4	8/29/2024	\$4,392,584	\$150,000	\$4,880,649
Brackett Field	County of Los Angeles	Rehabilitate Runway 8L/26R, Phase 1 Design and Rehabilitate Taxiway N and cross taxiways A, C, E, F, and G.	7	8/31/2024	\$1,384,192	\$69,210	\$1,537,991
Nut Tree	County of Solano	Northeast Taxilanes with Drainage Improvements, Phase 2A	4	9/16/2024	\$2,607,085	\$130,354	\$2,896,762
Blythe	County of Riverside	Installation of Primary Apron Lighting and Control Access Gate, Phase I Design	8	9/13/2024	\$225,000	\$11,250	\$250,000
Camarillo	County of Ventura	Reconstruct Runway 8/26, Phase 1 Design	7	9/13/2024	\$1,830,218	\$91,511	\$2,033,576
Half Moon Bay	County of San Mateo	Acquire and Install Electrical Emergency Generator	4	9/17/2024	\$1,200,000	\$60,000	\$1,403,765
Redlands	City of Redlands	Resurface Runway 08/26	8	9/24/2024	\$750,000	\$37,500	\$833,333
Lake Tahoe	City of South Lake Tahoe	Crack Seal/Seal Coat Parking Apron Phase 1	3	9/27/2024	\$196,813	\$9,841	\$218,681
				Total:	\$12,585,892	\$559,666	\$14,054,757

Anticipated Federal AIP Matching Grant Awards*

Airport	Project Description	FAA Grant Amount	State Match Amount
Bakersfield	Rehabilitate Runway Lighting; Reseal Taxiway Pavement, Reseal/Resurface Runway Pavement	\$2,107,944	\$105,397
Paso Robles	Update Airport Master Plan	\$530,610	\$26,531
Rogers Field	Update Airport Master Plan	\$257,400	\$12,870
Gansner Field	Update Airport Master Plan	\$260,100	\$13,005
Chino	Construct Taxiway, Extend/Expand Taxiway, Rehabilitate Taxiway, Reconstruct Airport Lighting Vault Equipment	\$1,361,705	\$68,085
Round Valley	Update Airport Master Plan	\$211,868	\$10,593
Rohnerville	Rehabilitate Runway	\$359,279	\$17,964
Garberville	Reseal Apron Pavement, Reseal Taxiway Pavement, Reseal/Resurface Runway Pavement	\$247,037	\$12,352
Tracy	Update Pavement Plan Management Plan	\$126,000	\$6,300
Van Nuys	Reconstruct Taxiway	\$17,467,200	\$150,000
	Total Anticipated Matching Grants	\$22,929,143	\$423,097
	Total Awarded Matching Grants	\$12,585,892	\$559,666
	Total Anticipated FY2024-25 AIP Matching Grant Program	\$35,515,035	\$982,763

*Preliminary data from the FAA website; Data and grant amounts will change as applications are processed

MEMORANDUM

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 5-6, 2024

From: STEVEN KECK, Chief Financial Officer

Reference Number: 3.10, Information Item

Prepared By: Dee Lam, Chief
Division of Local Assistance

Subject: QUARTERLY REPORT – LOCAL ASSISTANCE ANNUAL ALLOCATION FOR
THE PERIOD ENDING SEPTEMBER 30, 2024

SUMMARY:

As of September 30, 2024, approximately \$1.89 billion, or 81 percent, of the \$2.34 billion allocated by the California Transportation Commission (Commission) for Fiscal Year 2023-24 has been sub-allocated to 1,140 local projects. The majority of the sub-allocations (approximately \$1.41 billion) are for 898 projects in the following seven categories:

- Bridge Formula Program (BFP) – 42 projects, \$241 million
- National Highway Performance Program (NHPP) – 224 projects, \$290 million
- Surface Transportation Block Grant Program (STBGP) – 174 projects, \$326 million
- Congestion Mitigation & Air Quality Improvement Program (CMAQ) – 149 projects, \$271 million
- Special Programs (Discretionary Programs, High Priority Projects, Demonstration Projects, Emergency Relief, & Miscellaneous Programs) – 106 projects, \$167 million
- Highway Safety Improvement Plan (HSIP) – 66 projects, \$44 million
- Surface Transportation Block Grant Program (STBGP) State Match and Exchange – 137 projects, \$71 million

The remaining \$48 million was sub-allocated for 206 projects in other categories (as referenced with an asterisk on the attachment).

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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 State 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.

Attachment

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FY 2023-24 LOCAL ASSISTANCE ANNUAL ALLOCATION
Period September 30, 2024
(Dollars in Thousands)

Reference No.: 3.10
December 5-6, 2024
Attachment

Fund Description	Total Sub-Allocation			Commission Allocation			Allocation Balance			Percent of Allocation Sub-Allocated	Number of Projects
	State	Federal	Total	State	Federal	Total	State	Federal	Total	Total	Total
Local Administered & Miscellaneous Programs											
Surface Transportation Block Grant Program (STBGP)		326,472	326,472		509,280	509,280		182,808	182,808	64%	174
Highway Infrastructure Program (HIP)		6,282	6,282		19,346	19,346 *		13,064	13,064	32%	23
Congestion Mitigation & Air Quality Improvement Program (CMAQ)		270,855	270,855		473,831	473,831		202,976	202,976	57%	149
Special Programs (Discretionary Programs, High Priority Projects, Demonstration Projects, Emergency Relief, & Miscellaneous Programs)		167,319	167,319		282,889	282,889		115,570	115,570	59%	106
Carbon Reduction Program (CRP)		33,941	33,941		66,006	66,006 *		32,065	32,065	51%	34
Community Project Funding/Congressionally Directed Spending Program (CPFCDS)		42,710	42,710		99,404	99,404 *		56,694	56,694	43%	26
Surface Transportation Block Grant Program (STBGP) State Match and Exchange	70,802		70,802	70,778		70,778	(24)		(24)	100%	137
Miscellaneous Unassigned Local Programs	1,000		1,000	3,250		3,250 *	2,250		2,250	31%	1
Freeway Service Patrol (FSP)	25,479		25,479	25,479		25,479 *	0		0	100%	16
Freeway Service Patrol - Senate Bill 1 (FSP - SB1)	25,000		25,000	25,000		25,000 *	0		0	100%	15
Bridge Programs											
Bridge Inspection and Seismic Retrofit	34		34	253		253 *	219		219	13%	1
Bridge Formula Program (BFP)		241,311	241,311		253,000	253,000		11,689	11,689	95%	42
National Highway Performance Program (NHPP)		289,651	289,651		310,057	310,057		20,406	20,406	93%	224
Rail Programs											
Railroad Grade Separations			0	15,000		15,000 *	15,000		15,000	0%	
Railroad Grade Crossing Protection Maintenance	3,764		3,764	3,750		3,750 *	(14)		(14)	100%	1
Railroad Grade Crossing Protection		2,586	2,586		25,000	25,000 *		22,414	22,414	10%	6
Safety Programs											
Highway Safety Improvement Program (HSIP)		44,470	44,470		60,000	60,000		15,530	15,530	74%	66
Senate Bill 137 Exchange - HSIP	27,000		27,000	100,000		100,000 *	73,000		73,000	27%	35
Total Local Assistance Subvention Funds	153,079	1,425,597	1,578,676	243,510	2,098,813	2,342,323	90,431	673,216	763,647	67%	1,056
Federal Transit Administration (FTA) Transfers		307,120	307,120								48
Total Local Assistance including FTA Transfers	153,079	1,732,717	1,885,796	243,510	2,098,813	2,342,323	90,431	673,216	763,647	81%	1,104

Notes

Allocations for State funds reflect the June 28-29, 2023 Commission meeting vote, Item 2.5h., Resolution FM-22-05, and the March 21-22, 2024 Commission meeting vote, item 2.5h, Resolution FM-23-02
Allocations for federal funds reflect the October 18-19, 2023 Commission meeting vote, Item 2.5h., Resolution FM-23-01, and the March 21-22, 2024 Commission meeting vote, item 2.5i, Resolution FM 23-03
Allocation Balance is the difference between Commission Allocation and Total Sub-Allocation.
Total Sub-Allocation amounts reflect data from the accounting system as September 30, 2024.
FTA Transfers are \$121,437,110 for STBGP and \$185,682,989 for CMAQ.
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.
* Indicates programs that were not discussed in book item Reference 3.10.

MEMORANDUM

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 5-6, 2024

From: STEVEN KECK, Chief Financial Officer

Reference Number: 3.1, Information Item

Prepared By: James R. Anderson, Chief
Division of Financial Programming

Subject: **UPDATE ON THE MINOR B PROJECT LIST UNDER THE 2024-25 STATE
HIGHWAY OPERATION AND PROTECTION PROGRAM - MINOR
CONSTRUCTION PROGRAM**

SUMMARY:

The California Transportation Commission (Commission) approved Resolution G-19-05a which authorizes the California Department of Transportation (Department) to sub-allocate funds for State Highway Operation and Protection Program (SHOPP) Minor B projects. At its June 2024 meeting, the Commission approved the funding and project listing for the 2024-25 SHOPP Minor Construction Program under Resolution FM-23-06.

In accordance with approval of the SHOPP Minor Construction Program, the Department has the authority to modify the SHOPP Minor B project list, with the understanding that these actions will be reported to the Commission at the next scheduled Commission meeting. The Department uses prudent business practices to manage the combination of individual project cost increases and savings to meet Commission policies.

At the October 2024 meeting, the Commission approved an update to the Minor B project list. However, since the October 2024 meeting, the Department has added 8 projects and removed 14 projects from the approved SHOPP Minor B project list.

Therefore, the Department is presenting this update to the SHOPP Minor B project list, as an information item to the Commission.

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BACKGROUND:

The delegated authority under Resolution G-19-05a allows the Department to begin work without waiting for the next Commission meeting to receive an allocation.

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. Effective February 1, 2024, Minor B projects have a construction limit up to \$461,000.

Attachment

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Update to the 2024-25 Minor B Program
 Districts 01-12
 (As of: December 2024)
 (x\$1,000)

Minor B Projects - ADD

No.	District	County	Route	Postmile	Project Location/Description	EA	Project ID	Program Code	Activity Category	Construction (Life of Project)	Right of Way (Life of Project)	Support (Life of Project)	Total (Life of Project)	Performance Value	Performance Measure
1	03	COL	16	0.5/5.0	Near Wilbur Springs, from 0.5 miles east of Route 20 to 2.3 miles west of the Yolo County line. Pavement rehabilitation.	1N390	0325000021	201.130	Other Program Objectives	\$461	\$0	\$110	\$571	1.0	Location(s)
2	03	COL	5	R19.25	Near Williams, at Salt Creek Bridge No. 15-0073. Rehabilitate pavement.	1N400	0325000022	201.130	Other Program Objectives	\$461	\$0	\$110	\$571	1.0	Location(s)
3	03	COL	16	5.0/7.25	Near Rumsey, from 0.7 mile east of Bear Creek Bridge No. 15-0036 to Yolo County line. Rehabilitate pavement.	1N410	0325000023	201.130	Other Program Objectives	\$461	\$0	\$110	\$571	4.0	Location(s)
4	04	SCL	152	32.8	Near Bell Station, on Route 152 (Pacheco Pass Highway). Repair damaged pavement.	1X480	0424000364	201.130	Other Program Objectives	\$461	\$0	\$214	\$675	1.0	Location(s)
5	05	SB	101	89.8	In Santa Maria, on Route 166 at 101/166 Separation, and on Route 101 southbound offramp at E. Donovan Road. Pavement rehabilitation.	1Q380	0523000022	201.130	Other Program Objectives	\$370	\$0	\$100	\$470	1.0	Location(s)
6	05	SB	101	3.12	In Santa Barbara County, on Route 101 on the Linden Avenue Southbound offramp. Clear excess debris, regrade affected area, construct concrete swale, install erosion control, and restore irrigation system.	1Q390	0523000023	201.130	Other Program Objectives	\$200	\$0	\$45	\$245	1.0	Location(s)
7	11	SD	805	15.6/15.9	In the city of San Diego, at the southbound Route 15 Connector to northbound Route 805 auxiliary lane. Ramp pavement rehabilitation.	3A469	1121000238	201.122	Pavement	\$330	\$0	\$143	\$473	0.0	Lane mile(s)
8	11	IMP	86	63.2	In San Diego and Imperial Counties, on Route 86 at 0.4 mile south of Brawley Avenue; also on Route 6. Repair damaged guardrail.	3A903	1125000043	201.130	Other Program Objectives	\$320	\$0	\$60	\$380	3.0	Location(s)
Total										\$3,064	\$0	\$892	\$3,956		

Minor B Projects - REMOVE

No.	District	County	Route	Postmile	Project Location/Description	EA	Project ID	Program Code	Activity Category	Construction (Life of Project)	Right of Way (Life of Project)	Support (Life of Project)	Total (Life of Project)	Performance Value	Performance Measure
1	06	KER	178	R4.5	In Bakersfield, at the Mount Vernon Avenue westbound onramp. Remove and replace pavement.	0S790	0615000020	201.121	Pavement	\$187	\$0	\$155	\$342	0.0	Lane mile(s)
2	06	TUL	65	18.1	In Porterville, from Route 65 Connector onramp to eastbound Route 190. Replace pavement.	0U250	0615000254	201.121	Pavement	\$305	\$0	\$610	\$915	0.0	Lane mile(s)
3	06	KIN	43	24.5	Near Hanfor, at Excelsior Road. Install signal phasing.	1A190	0619000213	201.015	Other Program Objectives	\$50	\$0	\$75	\$125	0.0	Annual fatal and serious injury collision(s)
4	06	TUL	99	6.15	Near Earlimart, at various locations from Avenue 48 to Avenue 96. Construct curb ramps and sidewalks to Americans with Disabilities Act (ADA) to standards.	1E290	0620000020	201.361	Supplementary	\$50	\$5	\$75	\$130	3.0	Curb ramp(s)
5	06	TUL	65	29.5	In Lindsay at Hermosa Street. Modify traffic signal, replace poles, and add a protective left turn signal phase.	1E930	0622000116	201.010	Other Program Objectives	\$257	\$10	\$200	\$467	0.1	Annual fatal and serious injury collision(s)
6	06	FRE	168	R5.17	In Clovis, at the Route 168 eastbound offramp. Fix water leakage, seeping from cut slope.	1F490	0623000017	201.151	Culvert(s)	\$388	\$0	\$200	\$588	0.0	Culvert(s) (ea)
7	06	KER	99	24.36/24.6	In Bakersfield, at various locations. Install fence.	1F550	0623000043	201.150	Other Program Objectives	\$340	\$0	\$150	\$490	1.0	Location(s)
8	06	FRE	180	R66.3/R74.5	Near the city of Fresno, from DeWolf to Oliver Avenue. Replace fence.	1F630	0623000057	201.150	Other Program Objectives	\$150	\$0	\$100	\$250	1.0	Location(s)
9	06	KER	99	54.7	In Delano, at the Delano Maintenance Station. Trailer purchase.	1F950	0623000123	201.352	Supplementary	\$210	\$0	\$100	\$310	1.0	Location(s)
10	10	ALP	88	4.06/R5.46	Near Kirkwood, from 1.8 miles to 3.2 miles east of Schneider Cow Camp Road; also at Kit Carson Campground Road. Restore drainage systems.	1F140	1022000189	201.151	Culvert(s)	\$226	\$0	\$325	\$551	3.0	Culvert(s) (ea)
11	11	SD	15	2.076/2.078	In San Diego, on southbound Route 15 Connector from westbound and eastbound Route 94. Upgrade existing guardrail.	3A827	1124000289	201.010	Other Program Objectives	\$310	\$0	\$124	\$434	0.15	Annual fatal and serious injury collision(s)
12	11	SD	805	19.854	In San Diego County, at various locations. Upgrade signs.	3A848	1124000318	201.010	Other Program Objectives	460	0	184	644	0.02	Annual fatal and serious injury collision(s)
13	11	SD	5	R36.7	In San Diego County, along northbound Route 5 south of Via de la Valle offramp. Repair right shoulder due to washout.	3A862	1124000329	201.121	Pavement	460	0	184	644	0.0	Lane mile(s)

Update to the 2024-25 Minor B Program
Districts 01-12
(As of: December 2024)
(x\$1,000)

Minor B Projects - REMOVE (continued)

No.	District	County	Route	Postmile	Project Location/Description	EA	Project ID	Program Code	Activity Category	Construction (Life of Project)	Right of Way (Life of Project)	Support (Life of Project)	Total (Life of Project)	Performance Value	Performance Measure
14	11	IMP	86	5.96	In Imperial County, at various locations. Upgrade signs.	3A865	1124000333	201.010	Other Program Objectives	460	0	184	644	0.02	Annual fatal and serious injury collision(s)
Total										\$3,853	\$15	\$2,666	\$6,534		

MEMORANDUM

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 5-6, 2024

From: STEVEN KECK, Chief Financial Officer

Reference Number: 3.11, Information Item

Prepared By: Dee Lam, Chief
Division of Local Assistance

Subject: **FOURTH QUARTER – BALANCE REPORT ON AB 1012 “USE IT OR LOSE IT”
PROVISION FOR FEDERAL FISCAL YEAR 2022 UNOBLIGATED RSTP AND
CMAQ FUNDS**

SUMMARY:

As of September 30, 2024, the Regional Surface Transportation Program (RSTP) and the Congestion Mitigation and Air Quality Improvement Program (CMAQ) do not have any funds subject to reprogramming on November 1, 2024.

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 2022 (October 1, 2021 through September 30, 2022), was released on December 21, 2023. The total 2022 funds identified as subject to reprogramming under the

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provisions of AB 1012 were approximately \$10 million. This included approximately \$7 million of RSTP funds and approximately \$3 million of CMAQ funds. As of September 30, 2024, the RSTP amount subject to reprogramming has decreased to \$0 and the CMAQ amount has decreased to \$0.

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.

Attachments

Apportionment Status Report
CMAQ and RSTP
as of September 30, 2024

Reference No.: 3.11
December 5-6, 2024
Attachment 1

AB 1012
Balances entering the 3rd Year
(from FFY 2022*)
Regional Report Summary

*Previously referred to as Cycle 25

Region	CMAQ Unobligated 09/30/2024 Delivery Balance ¹	CMAQ Amount Subject to AB 1012 Reprogramming 11/01/2024 ²	RSTP Unobligated 09/30/2024 Delivery Balance ¹	RSTP Amount Subject to AB 1012 Reprogramming 11/01/2024 ²
Butte	(554,567)	-	-	-
Fresno	11,758,139	-	17,149,271	-
Kern	11,821,956	-	8,085,495	-
Kings	3,929,862	-	-	-
Madera	4,097,368	-	1	-
Merced	3,703,936	-	(1)	-
Monterey ³	-	-	-	-
S. F. Bay Area (MTC)	15,840,915	-	55,474	-
Sacramento (SACOG)	4,689,543	-	1,205,948	-
San Benito ³	-	-	-	-
San Diego	(24,263,912)	-	1,016,062	-
San Joaquin	9,807,011	-	11,441,947	-
San Luis Obispo	2,610,294	-	-	-
Santa Barbara ³	0	-	3,069,848	-
Santa Cruz ³	-	-	-	-
Southern CA (SCAG)	175,299,895	-	240,698,618	-
Stanislaus	14,981,060	-	10,020,498	-
Tahoe	1,257,670	-	656	-
Tulare	(6,263,006)	-	(93)	-
Rural Counties	4,497,177	-	43,819	-
TOTAL	233,213,343	-	292,787,543	-

Footnotes:

Balances in the 3rd year (October 1, 2023) are subject to reprogramming on November 1, 2024. These balances include the FFY 2022 "Actual" Apportionments (dated October 19, 2022), the FFY 2023 "Actual" Apportionments (dated November 3, 2023), and the FFY 2024 "Estimated" Apportionments (dated December 8, 2023).

¹ Indicates all apportionments not yet obligated.

² Totals reflect balances in the 3rd year.

³ These Regions are in air quality attainment and cannot use unobligated CMAQ apportionments, which are deobligations of closed out projects. It is anticipated that any CMAQ balance that accumulates in a Region in air quality attainment will be included in a future CMAQ rescission or transferred to another Region that over-delivered prior to the end of the current FFY.

Apportionment Status Report
CMAQ and RSTP
as of September 30, 2024

Reference No.: 3.11
December 5-6, 2024
Attachment 2

AB 1012
Balances entering the 3rd Year
(from FFY 2022*)
Rural Report Summary

*Previously referred to as Cycle 25

Region	CMAQ Unobligated 09/30/2024 Delivery Balance ¹	CMAQ Amount Subject to AB 1012 Reprogramming 11/01/2024 ²	RSTP Unobligated 09/30/2024 Delivery Balance ¹	RSTP Amount Subject to AB 1012 Reprogramming 11/01/2024 ²
Rural County Information:				
Alpine	-	-	-	-
Amador ³	(17,458)	-	43,821	-
Calaveras	-	-	-	-
Colusa	-	-	-	-
Del Norte	-	-	-	-
El Dorado	-	-	-	-
Glenn	-	-	-	-
Humboldt	-	-	-	-
Inyo	-	-	-	-
Lake	-	-	-	-
Lassen	-	-	-	-
Mariposa	1,885,926	-	(3)	-
Mendocino	-	-	-	-
Modoc	-	-	-	-
Mono	-	-	-	-
Nevada	38,761	-	1	-
Placer	-	-	-	-
Plumas	-	-	-	-
Shasta	-	-	-	-
Sierra	-	-	-	-
Siskiyou	-	-	-	-
Tehama	2,055,761	-	-	-
Trinity	-	-	-	-
Tuolumne ³	534,187	-	-	-
Rural Combined Totals:	4,497,177	-	43,819	-

Footnotes:

Balances in the 3rd year (October 1, 2023) are subject to reprogramming on November 1, 2024. These balances include the FFY 2022 "Actual" Apportionments (dated October 19, 2022), the FFY 2023 "Actual" Apportionments (dated November 3, 2023), and the FFY 2024 "Estimated" Apportionments (dated December 8, 2023).

¹ Indicates all apportionments not yet obligated.

² Totals reflect balances in the 3rd year.

³ These Regions were previously in air quality attainment as of the beginning of FFY 2016 and did not receive any CMAQ funding. Due to the 2015 FFY Ozone factor, these Regions are back in non-attainment areas at the beginning of FFY 2019, and consequently receive FFY 2023 and future FFYs CMAQ funding.

MEMORANDUM

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 5-6, 2024

From: STEVEN KECK, Chief Financial Officer

Reference Number: 3.18, Information Item

Prepared By: Dee Lam, Chief
Division of Local Assistance

Subject: **NOTIFICATION OF AB 1012 “USE IT OR LOSE IT” PROVISION FOR FEDERAL FISCAL YEAR 2023 UNOBLIGATED CMAQ AND RSTP FUNDS**

SUMMARY:

The annual notice to the Regions, under Assembly Bill (AB) 1012 (Chapter 783, Statutes of 1999) “Use It or Lose It” provisions for Federal Fiscal Year (FFY) 2023 (October 1, 2022 through September 30, 2023), will be released in November 2024. With this notification, the total FFY 2023 funds identified as subject to reprogramming under the provisions of AB 1012 are approximately \$8.6 million. This includes approximately \$5.5 million of Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds and approximately \$3.1 million of Regional Surface Transportation Program (RSTP) funds.

BACKGROUND:

The Intermodal Surface Transportation Efficiency Act was enacted in 1991 and was in effect for six years. During that time, the Regions 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 CMAQ and RSTP 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.

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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 CMAQ and RSTP balances that have one year remaining under the AB 1012 guidelines.

Attachments

*“Provide a safe and reliable transportation network that
serves all people and respects the environment.”*

Apportionment Status Report
CMAQ and RSTP
as of October 1, 2024

Reference No.: 3.18
December 5-6, 2024
Attachment 1

AB 1012
Balances entering the 3rd Year
(from FFY 2023*)
Regional Report Summary

*Previously referred to as Cycle 26

Region	CMAQ Unobligated 10/01/2024 Delivery Balance ¹	CMAQ Amount Subject to AB 1012 Reprogramming 11/01/2025 ²	RSTP Unobligated 10/01/2024 Delivery Balance ¹	RSTP Amount Subject to AB 1012 Reprogramming 11/01/2025 ²
Butte	(554,567)	-	-	-
Fresno	11,758,139	-	17,149,271	1,580,872
Kern	11,821,956	-	8,085,495	-
Kings	3,929,862	856,219	-	-
Madera	4,097,368	-	1	-
Merced	3,703,936	-	-	-
Monterey ³	-	-	-	-
S. F. Bay Area (MTC)	15,840,915	-	55,474	-
Sacramento (SACOG)	4,689,543	-	1,205,948	-
San Benito ³	-	-	-	-
San Diego	(24,263,912)	-	1,016,062	-
San Joaquin	9,807,011	-	11,441,947	-
San Luis Obispo	2,610,294	-	-	-
Santa Barbara ³	0	-	3,069,848	-
Santa Cruz ³	-	-	-	-
Southern CA (SCAG)	175,299,895	-	240,698,618	-
Stanislaus	14,981,060	1,091,281	10,020,498	1,508,718
Tahoe	1,257,670	-	656	-
Tulare	(6,263,006)	-	-	-
Rural Counties	4,497,177	3,540,184	43,824	-
TOTAL	233,213,343	5,487,685	292,787,642	3,089,590

Footnotes:

Balances in the 3rd year (October 1, 2024) are subject to reprogramming on November 1, 2025. These balances include the FFY 2023 "Actual" Apportionments (dated November 3, 2024) and the FFY 2024 "Estimated" Apportionments (dated December 8, 2023).

¹ Indicates all apportionments not yet obligated.

² Totals reflect balances in the 3rd year.

³ These Regions are in air quality attainment and cannot use unobligated CMAQ apportionments, which are deobligations of closed out projects. It is anticipated that any CMAQ balance that accumulates in a Region in air quality attainment will be included in a future CMAQ rescission or transferred to another Region that over-delivered prior to the end of the current FFY.

Apportionment Status Report
CMAQ and RSTP
as of October 1, 2024

Reference No.: 3.18
December 5-6, 2024
Attachment 2

AB 1012
Balances entering the 3rd Year
(from FFY 2023*)
Rural Report Summary

*Previously referred to as Cycle 26

Region	CMAQ Unobligated 10/01/2024 Delivery Balance ¹	CMAQ Amount Subject to AB 1012 Reprogramming 11/01/2025 ²	RSTP Unobligated 10/01/2024 Delivery Balance ¹	RSTP Amount Subject to AB 1012 Reprogramming 11/01/2025 ²
Rural County Information:				
Alpine	-	-	-	-
Amador ³	(17,458)	-	43,821	-
Calaveras	(0)	-	-	-
Colusa	-	-	-	-
Del Norte	-	-	-	-
El Dorado	-	-	-	-
Glenn	-	-	-	-
Humboldt	-	-	-	-
Inyo	-	-	-	-
Lake	-	-	-	-
Lassen	-	-	-	-
Mariposa	1,885,926	1,703,219	-	-
Mendocino	-	-	-	-
Modoc	-	-	-	-
Mono	-	-	-	-
Nevada	38,761	-	-	-
Placer	-	-	-	-
Plumas	-	-	2	-
Shasta	-	-	1	-
Sierra	-	-	-	-
Siskiyou	-	-	-	-
Tehama	2,055,761	1,836,965	-	-
Trinity	-	-	-	-
Tuolumne ³	534,187	-	-	-
Rural Combined Totals:	4,497,177	3,540,184	43,824	-

Footnotes:

Balances in the 3rd year (October 1, 2024) are subject to reprogramming on November 1, 2025. These balances include the FFY 2023 "Actual" Apportionments (dated November 3, 2024) and the FFY 2024 "Estimated" Apportionments (dated December 8, 2023).

¹ Indicates all apportionments not yet obligated.

² Totals reflect balances in the 3rd year.

³ These Regions were previously in air quality attainment as of the beginning of FFY 2016 and did not receive any CMAQ funding. Due to the 2015 FFY Ozone factor, these Regions are back in non-attainment areas at the beginning of FFY 2019, and consequently receive FFY 2023 and future FFYs CMAQ funding.

MEMORANDUM

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 5-6, 2024

From: STEVEN KECK, Chief Financial Officer

Reference Number: 4.30, Information Item

Prepared By: Dee Lam, Chief
Division of Local Assistance

Subject: **TRANSIT AND INTERCITY RAIL CAPITAL PROGRAM –
PROGRAM ALLOCATION PLAN UPDATE**

SUMMARY:

The California Department of Transportation (Department) is presenting to the California Transportation Commission (Commission) the Program Allocation Plan Update for the California State Transportation Agency's (CalSTA) Transit and Intercity Rail Capital Program (TIRCP). This update includes the list of awarded projects, separated by components, with allocations and programming projections from award years 2016, 2018, 2020, 2022, 2023, and Assembly Bill (AB) 180.

BACKGROUND:

The TIRCP was created to fund transformative capital improvements that modernize California's intercity rail, bus (including feeder buses to intercity rail services, as well as vanpool services that are eligible to report as public transit to the Federal Transit Administration), ferry, and rail transit systems (collectively referred to as transit services or systems inclusive of all aforementioned modes unless otherwise specified) to achieve all of the following policy objectives, as established in Section 75220(a) of the Public Resources Code (PRC):

- Reduce emissions of greenhouse gases
- Expand and improve transit service to increase ridership
- Integrate the rail service of the state's various rail operations, including integration with the high-speed rail system
- Improve transit safety

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Additionally, Section 75221(c) of the PRC establishes a programmatic goal to provide at least 25 percent of available funding to projects that provide direct, meaningful, and assured benefits to disadvantaged communities, consistent with the objectives of Chapter 830 of the Statutes of 2012. AB 1550 (Chapter 369, Statutes of 2016) provides further requirements related to ensuring investments meet the needs of priority populations, a term used to cover disadvantaged communities, low-income communities, and low-income households. Investments made by TIRCP are expected to collectively meet or exceed the requirements in AB 1550.

AB 180 (Chapter 44, Schedule 1), Item 0521-131-0001 of Section 2.00, amended the Budget Act of 2021, appropriating funds to 0276-TIRCP. Of the funds appropriated in Schedule (1), \$300,000,000 was made available for project development activities related to rail realignment capital projects for high-priority intercity rail corridors located primarily in the coastal zone, as defined in subdivision (a) of Section 30103 of the PRC.

On January 31, 2023, CalSTA awarded \$2,537,695,000 to “Existing TIRCP Projects Leveraging Federal and Local Funds Reserve” throughout California. The projects awarded funding, received awards in previous TIRCP Cycles 2, 3, and 4. The additional State resources will help fill funding gaps to complete construction while protecting and leveraging significant Federal and local investments.

On April 24, 2023, CalSTA awarded \$690,254,000 General Fund funding to 28 new public transportation projects of state funding to expand transit and passenger rail service throughout the state.

On July 6, 2023, CalSTA awarded \$350 million in funding for the High Priority Grade Crossing Improvements and Separation Program through the Ports and Freight Infrastructure Program (PFIP) and the TIRCP. Pursuant to the Budget Act of 2024, \$200 million in funding for the High Priority Grade Crossing Improvements and Separation Program was reverted. AB 173 (Chapter 53, Statutes of 2024) requires coordination by CalSTA with the Department and the Commission to identify available funding in state transportation programs that may be used to support grade separation projects that were previously awarded funding under specified transportation programs but had that funding reverted pursuant to the Budget Act of 2024. Updates to the TIRCP Program Allocation Plan and the affected high-priority grade crossing improvement projects will be forthcoming as this analysis occurs.

Programming Actions:

The Program Allocation Plan for the TIRCP is adjusted to address project or program needs and is used to plan and track the allocation of projects as reflected in the enclosed attachment.

Attachments A, B, C, D, E, F, and G

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2016 Transit and Intercity Rail Capital Program - Program Allocation Plan																					
Updated as of November 2024																					
Project Information								Project Programming													
Award No.	Total Award	2016 Award	2023 Supplemental Award	Award Recipient	Implementing Agency	Project Title	Separable Phases / Components	PPNO	Phase	FY 16-17	FY 17-18	FY 18-19	FY 19-20	FY 20-21	FY 21-22	FY 22-23	FY 23-24	FY 24-25	FY 25-26	FY 26-27	FY 33-34
2016: 1	\$8,930,000	\$8,930,000	\$0	Antelope Valley Air Quality Management District	Antelope Valley Transit Authority (AVTA)	15 Zero-Emission Buses, 14 for Los Angeles County service and one for Kern County	Purchase 15 Zero-Emission Buses to be Operated by AVTA and Kern Regional Transit within Los Angeles and Kern Counties	CP018	CONST	\$ 6,481,000											
					SunLine Transit Agency	Four Zero-Emission Buses for Coachella Valley	Purchase 4 Zero-Emission Buses to be operated by SunLine Transit within Coachella Valley	CP019	CONST	\$ 2,449,000											
2016: 2	\$38,999,000	\$8,999,000	\$30,000,000	Capitol Corridor Joint Powers Authority (CCJPA)	Capitol Corridor Joint Powers Authority (CCJPA)	Increased Rail Service to Roseville, Service Optimization, and Standby Power Investments	Install 2 Standby Power Cabinets	CP023	CONST	\$ 200,000											
							Optimization Study		CONST	\$ 320,000											
							PS&E		\$ 886,000	\$ 2,000,000			\$ 3,213,000								
							R/W		\$ 40,000				\$ 2,340,000	\$ 30,000,000							
2016: 3	\$5,000,000	\$5,000,000	\$0	Foothill Transit	Foothill Transit	Transforming California: Bus Electrification, Service Expansion and Rail Integration	Purchase 20 Zero-Emission Electric Buses to Extend Route 486 to Pomona Metrolink Station and Increase Frequencies	CP076	CONST				\$ 5,000,000								
2016: 4	\$8,000,000	\$8,000,000	\$0	City of Fresno	City of Fresno	Fresno Metropolitan Rapid Transit and Rail Connectivity - Phase 1D	Modernize Fare Payment Systems	CP016	CONST	\$ 4,083,000											
						Metropolitan Rapid Transit and Rail Connectivity	Bus Stop Improvements		CONST		\$ 3,917,000			\$ (1,413,000)							
2016: 5	\$40,000,000	\$40,000,000	\$0	Los Angeles County Metropolitan Transportation Authority (LA Metro)	Los Angeles County Metropolitan Transportation Authority (LA Metro)	Airport Metro Connector 96th Street Station	Construct New Station to Connect LAX People Mover to Metro Green Line, Crenshaw Line and Buses	CP058	CONST			\$ 40,000,000									
2016: 6	\$69,209,000	\$69,209,000	\$0	Los Angeles County Metropolitan Transportation Authority (LA Metro)	Los Angeles County Metropolitan Transportation Authority (LA Metro)	Metro Red Line and Purple Line Core Capacity Improvements	Environmental Assessment	CP020	PA&ED	\$ 1,908,000		\$ (237,000)									
							Final design		PS&E	\$ 3,101,000											
							Construction		CONST		\$ 64,437,000										
2016: 7	\$82,000,000	\$82,000,000	\$0	Los Angeles-San Diego San Luis Obispo Rail Corridor Agency (LOSSAN)	San Diego Association of Governments (SANDAG)	All Aboard: Transforming Southern California Rail Travel	Elvira to Morena Double Track	CP021	CONST	\$ 49,995,000	\$ 11,988,000	\$ (600,000)									
					Carlsbad Poinsettia Station		CP024	CONST	\$ 4,017,000		\$ 600,000										
					LOSSAN North Robust Timetable		CP043	CONST		\$ 500,000											
					LOSSAN Wide Network Integration & Strategic Investment Planning			CONST		\$ 500,000											
					Island Centralized Traffic Control			CONST			\$ 5,860,000										
					Upgrade of Non-Powered Switches			CONST			\$ 1,000,000										
On-Time Performance for Service Improvements (UPRR)	CP043A	CONST						\$ 8,140,000													

2016 Transit and Intercity Rail Capital Program - Program Allocation Plan																					
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Project Information								Project Programming													
Award No.	Total Award	2016 Award	2023 Supplemental Award	Award Recipient	Implementing Agency	Project Title	Separable Phases / Components	PPNO	Phase	FY 16-17	FY 17-18	FY 18-19	FY 19-20	FY 20-21	FY 21-22	FY 22-23	FY 23-24	FY 24-25	FY 25-26	FY 26-27	FY 33-34
2016: 8	\$177,841,000	\$28,000,000	\$149,841,000	Orange County Transportation Authority (OCTA)	Orange County Transportation Authority (OCTA)	OC Streetcar and OCTA System-wide Mobile Ticketing	Implementation on Fixed Route Bus System	CP017	CONST	\$ 2,482,000			\$ (68,000)								
							OC Streetcar		CONST		\$ 25,518,000		\$ 68,000			\$ 149,841,000					
2016: 9	\$387,000,000	\$20,000,000	\$367,000,000	Peninsula Corridor Joint Powers Board (PCJPB)	Peninsula Corridor Joint Powers Board (PCJPB)	Peninsula Corridor Electrification Project	Electrify Caltrain Corridor and Procurement of Electric Multiple Unit Vehicles	CP022	CONST												
							Procurement of Electric Multiple Unit Vehicles	CP022	CONST	\$ 20,000,000						\$ 86,750,000					
							Electrify Caltrain Corridor	CP022A	CONST							\$ 280,250,000					
2016:10	\$30,000,000	\$30,000,000	\$0	Sacramento Regional Transit District (Sac RT)	Sacramento Regional Transit District (Sac RT)	Downtown/ Riverfront Sacramento-West Sacramento Streetcar	Construct New Streetcar Line Linking Sacramento and West Sacramento	CP080	CONST											\$ 30,000,000	
2016:11	\$9,204,000	\$9,204,000	\$0	San Bernardino County Transportation Authority (SBCTA)	San Bernardino County Transportation Authority (SBCTA)	Redlands Passenger Rail	Construct New Rail System Linking San Bernardino and the University of Redlands	1230	CONST			\$ 9,204,000									
2016:12	\$45,092,000	\$45,092,000	\$0	San Francisco Municipal Transportation Agency (SFMTS)	San Francisco Municipal Transportation Agency (SFMTS)	Light Rail Modernization and Expansion Program	Purchase 10 Expansion Light Rail Vehicles to Increase Capacity and Improve Service	CP006A	CONST	\$ 45,092,000											
2016:13	\$23,259,000	\$16,459,000	\$6,800,000	San Joaquin Regional Rail Commission (SJRRCC)	San Joaquin Regional Rail Commission (SJRRCC)	ACE Near-Term Capacity Improvement Program	Platforms (PA&ED-exempt)	CP025	PA&ED												
							Platforms	CP025	PS&E		\$ 500,000										
									CONST							\$ 8,459,000			\$ 6,800,000		
							Locomotives	CP025	CONST		\$ 7,500,000										
2016:14	\$20,000,000	\$20,000,000	\$0	Santa Clara Valley Transportation Authority (SCVTA)	Santa Clara Valley Transportation Authority (SCVTA)	BART Silicon Valley Extension, Phase II	BART Rail Service Extension to San Jose-Rail Car Procurement	CP057	CONST PS&E									\$ 20,000,000			\$ -
	\$944,534,000	\$390,893,000	\$553,641,000	Cycle 2 and Cycle 6 Supplemental Funds Totals						\$ 141,054,000	\$ 45,506,000	\$ 12,204,000	\$ 108,117,000	\$ 11,860,000	\$ 8,459,000	\$ 163,534,000	\$ 367,000,000	\$ 55,387,000	\$ -	\$ 30,000,000	\$ -

2018 Transit and Intercity Rail Capital Program - Program Allocation Plan																				
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Project Information								Project Programming												
Award No.	Total Award	2018 Award	2023 Cycle 6 Supplemental Award	Award Recipient	Implementing Agency	Project Title	Separable Phases / Components	PPNO	Phase	Prior	FY 20-21	FY 21-22	FY 22-23	FY 23-24	FY 24-25	FY 25-26	FY 26-27	FY 27-28	FY 28-29	
2018: 1	\$ 14,000,000	\$ 14,000,000	\$ -	Alameda Contra Costa Transit District	Alameda Contra Costa Transit District	Purchase Zero Emission High Capacity Buses to Support Transbay Tomorrow and Clean Corridors Plan	Procurement of ZEB	2320B	CONST		\$ 6,500,000									
							Facilities and Bus Charging Infrastructure		PS&E		\$ 1,000,000			\$ (460,000)						
							Self Generation of Power at East Oakland Facility	2320C	PS&E			\$ 6,000,000			\$ 460,000					
							Network Integration	2320B	CONST	\$ 500,000										
2018: 2	\$ 28,617,000	\$ 28,617,000	\$ -	Anaheim Transportation Network	Anaheim Transportation Network	#Electrify Anaheim: Changing the Transit Paradigm in Southern California	Procurement of 10 Micro Transit Electric Vehicles, Signage & Mobile App Development	CP027	CONST	\$ 802,000	\$ (191,000)									
							Procurement of Zero-Emission Electric Buses		CONST	\$ 22,857,000	\$ 191,000									
							Maintenance Facility		CONST	\$ 4,958,000										
2018: 3	\$ 13,156,000	\$ 13,156,000	\$ -	Antelope Valley Transit Authority & Long Beach Transit	Long Beach Transit	From the Desert to the Sea: Antelope Valley Transit Authority and Long Beach Transit Zero Emission Bus Initiative (LBT Component)	Procurement-of 5 Zero-Emission Battery Electric Buses	CP028	CONST	\$ 3,951,000										
					Antelope Valley Transit Authority		7 Zero-Emission Electric Buses and Upgrades to Supporting Infrastructure		CONST	\$ 7,755,000										
							AVTA Component		CONST	\$ 1,200,000										
							Network Integration		CONST	\$ 250,000										
2018: 4	\$ 515,800,000	\$ 318,600,000	\$ 197,200,000	Bay Area Rapid Transit District (BART)	Bay Area Rapid Transit District (BART)	Transbay Corridor Core Capacity Program	Communication-Based Train Control System	CP055Y	CONST	\$ 51,492,000	\$ 28,117,000	\$ 30,105,000	\$ 51,276,000	\$ 130,700,000	\$ 150,000,000	\$ 35,000,000	\$ 20,000,000	\$ 19,110,000		
2018: 5	\$ 80,340,000	\$ 80,340,000	\$ -	Capitol Corridor Joint Powers Authority (CCJPA)	Capitol Corridor Joint Powers Authority (CCJPA)	The Northern California Corridor Enhancement Program	Coast Subdivision Realignment and Transit Hub	CP036	PA&ED	\$ 20,700,000	\$ 4,600,000									
							South Bay Connect Project	CP036A	PS&E				\$ 10,300,000	\$ 15,400,000						
								CONST												
							SR 84 Ardenwood Intermodal Bus Facility	CP036B	PS&E											
							Integrated Travel Program for Statewide Service and Ticket Integration	CP036	CONST	\$ 6,000,000										
							Integrated Travel Program (Ph 3b & 4)	CP036	CONST	\$ 21,340,000										
Network Integration	CP036N	CONST	\$ 2,000,000																	
2018: 6	\$ 7,798,000	\$ 7,798,000	\$ -	City of Fresno	City of Fresno	Southwest Fresno Community Connector	Design of charging infrastructure component	CP079	PS&E	\$ 243,000										
							Bus Procurement Component		CONST	\$ 7,555,000										
2018: 7	\$ 36,104,000	\$ 36,104,000	\$ -	City of Los Angeles	City of Los Angeles	Los Angeles City: Leading the Transformation to Zero-Emission Electric Bus Transit Service	Zero-Emission Electric Buses, Supporting Infrastructure, and Facility Upgrades	CP029	CONST	\$ 35,854,000										
							Network Integration		CONST	\$ 250,000										

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Project Information								Project Programming												
Award No.	Total Award	2018 Award	2023 Cycle 6 Supplemental Award	Award Recipient	Implementing Agency	Project Title	Separable Phases / Components	PPNO	Phase	Prior	FY 20-21	FY 21-22	FY 22-23	FY 23-24	FY 24-25	FY 25-26	FY 26-27	FY 27-28	FY 28-29	
2018: 8	\$ 3,050,000	\$ 3,050,000	\$ -	City of Santa Monica	City of Santa Monica	Electric Blue: Electrification of City of Santa Monica Big Blue Bus	Procurement of 10 Zero-Emission Electric Buses	CP054	CONST	\$ 3,050,000										
2018: 9	\$ 20,500,000	\$ 20,500,000	\$ -	Livermore Amador Valley Transit Authority	Livermore Amador Valley Transit Authority	Dublin/Pleasanton Capacity Improvement and Congestion Reduction Program	Multi-level Parking Structure	CP051	CONST	\$ 20,000,000			\$ 117,000							
							Network Integration	CP051N	CONST	\$ 500,000			\$ (117,000)							
2018: 10	\$ 1,688,499,000	\$ 1,088,499,000	\$ 600,000,000	Los Angeles County Metropolitan Transportation Authority (LA Metro)	Los Angeles County Metropolitan Transportation Authority (LA Metro)	Los Angeles Region Transit System Integration and Modernization Program of Projects	Gold Line Foothill Light Rail Extension to Montclair (Glendora to Pomona)	CP030Y	CONST	\$ 41,000,000	\$ 46,000,000	\$ 56,000,000	\$ 56,000,000	\$ 50,200,000						
							Gold Line Foothill Light Rail Extension to Montclair (Pomona to Montclair)	CP030C	CONST					\$ 41,000,000						
							Orange/Red Line to Gold Line BRT Connector	CP030A	CONST					\$ 25,000,000	\$25,000,000					
							East San Fernando Valley North-South Transit Project - (ESFV)	4296	CONST				\$ 30,000,000	\$231,999,000	\$443,000,000	\$70,000,000	\$30,000,000			
							West Santa Ana Light Rail Transit Corridor	CP030B	CONST				\$60,000,000	\$80,000,000	\$80,000,000	\$80,000,000				
							Vermont Transit Corridor	CP030	PA&ED	\$ 5,000,000										
							Green Line Light Rail Extension to Torrance	CP030	CONST				\$ 25,000,000	\$75,000,000	\$131,300,000					
							Network Integration	CP030N	CONST	\$ 7,000,000										
2018: 11	\$ 40,412,000	\$ 40,412,000	\$ -	Los Angeles-San Diego-San Luis Obispo Rail Corridor Agency (LOSSAN)	North County Transit District (NCTD)	All Aboard 2018: Transforming Southern California Rail Travel	Fencing	CP031	PS&E	\$ 59,000										
								CONST	\$ 1,241,000											
							Signal optimization - BNSF Junction Control Point	CP031	CONST		\$ 5,000,000									
							OTC Pedestrian Crossing	CP031D	CONST		\$ 1,632,000									
							Signal Train Control Replacement - Legacy Phase 1	CP031	CONST	\$ 1,100,000										
							Signal Control Replacement - Carlsbad Crossings	CP031	CONST	\$ 1,496,000										
							Signal Control Replacement - San Diego Crossings	CP031A	CONST	\$ 1,868,000										
							Signal Control Replacement - Encinitas and Del Mar	CP031B	CONST	\$ 454,000										
					Signal Control Replacement - Legacy Phase 2		CP031C	CONST	\$ 4,350,000	\$ (4,350,000)		\$ 4,350,000								
					Los Angeles-San Diego-San Luis Obispo Rail Corridor Agency (LOSSAN)		On-Time Performance Incentive Program	CP031Y	CONST	\$ 6,666,000	\$ 3,907,000	\$ 3,448,000	\$ 8,941,000							
							Network Integration	CP031N	CONST					\$ 250,000						

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Project Information								Project Programming											
Award No.	Total Award	2018 Award	2023 Cycle 6 Supplemental Award	Award Recipient	Implementing Agency	Project Title	Separable Phases / Components	PPNO	Phase	Prior	FY 20-21	FY 21-22	FY 22-23	FY 23-24	FY 24-25	FY 25-26	FY 26-27	FY 27-28	FY 28-29
2018: 12	\$ 164,946,000	\$ 147,930,000	\$ 17,016,000	Los Angeles-San Diego-San Luis Obispo Rail Corridor Agency (LOSSAN)	Los Angeles-San Diego-San Luis Obispo Rail Corridor Agency (LOSSAN)	Building Up: LOSSAN North Improvement Program	Island Centralized Traffic Control	CP042	PS&E	\$ 1,500,000		\$ (1,122,000)							
									CONST		\$ 15,140,000	\$ 1,122,000							
							Upgrade of Non-Powered Switches		PS&E	\$ 2,500,000		\$ (1,745,000)							
									CONST		\$ 3,200,000	\$ 1,745,000							
							Canada Honda Bridge Replacement	CP042B	CONST					\$ 21,114,000	\$ 7,170,000				
							Pre 1949 Rail Replacement	CP042	CONST	\$ 6,034,000	\$ 9,066,000								
							Narion Bridge Replacement Project		CONST	\$ 6,474,000				\$ (88,000)					
							Rail Tie Replacement		CONST	\$ 2,500,000	\$ 6,400,000								
							Goleta Layover Facility Improvements		PS&E	\$ 180,000									
								CP042E	CONST						\$ 11,982,000				
							Ortega Siding		CONST							\$7,977,000			
							Camarillo Station Improvements	CP042A	CONST						\$ 2,145,000				
							Corridor Hardening Improvements	CP042	CONST						\$ 8,555,000				
							Ventura County Rincon Point Slope Repairs	CP042C	CONST						\$ 6,610,000				
							Santa Barbara County Hollister Ranch Repairs and Drilled Piers	CP042D	CONST					\$ 10,406,000					
							Safety Improvements Program	CP042	CONST		\$ 487,000								
							On-Time Performance Incentive Program	CP042Y	CONST	\$ 4,284,000									
									CONST						\$ 10,350,000	\$12,860,000	\$5,400,000	\$0	

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Project Information								Project Programming																
Award No.	Total Award	2018 Award	2023 Cycle 6 Supplemental Award	Award Recipient	Implementing Agency	Project Title	Separable Phases / Components	PPNO	Phase	Prior	FY 20-21	FY 21-22	FY 22-23	FY 23-24	FY 24-25	FY 25-26	FY 26-27	FY 27-28	FY 28-29					
2018: 13	\$ 244,522,000	\$ 164,522,000	\$ 80,000,000	Peninsula Corridor Joint Powers Board (PCJPB)	Peninsula Corridor Joint Powers Board (PCJPB)	Peninsula Corridor Electrification Expansion Project	Corridor Wide Broadband Communications Network	CP039	PS&E	\$ 3,000,000	\$ (1,000,000)													
									CONST			\$ 12,000,000												
							Bike Parking Enhancements		PS&E		\$ 525,000													
									CONST		\$ 2,975,000													
							Procurement	CP039Y	CONST	\$ 58,000,000														
												\$ 17,000,000	\$ 40,082,000	\$ 2,100,000										
														\$ 26,840,000										
							Battery Electric Multiple-Unit Demonstration Trainset	CP039A	CONST				\$ 79,000,000											
							BEMU Facility Modifications	CP039B	CONST					\$ 1,000,000										
Network Integration	CP039	CONST	\$ 3,000,000																					
2018: 14	\$ 64,350,000	\$ 64,350,000	\$ -	Sacramento Regional Transit District (Sac RT)	Sacramento Regional Transit District (Sac RT)	Accelerating Rail Modernization and Expansion in the Capital Region	4 LRVs	CP053	CONST	\$ 30,932,000		\$ 22,000,000	\$ 11,168,000											
							Network Integration	CP053N	CONST	\$ 250,000														
2018: 15	\$ 45,772,000	\$ 30,000,000	\$ 15,772,000	San Bernardino County Transportation Authority (SBCTA)	San Bernardino County Transportation Authority (SBCTA)	Diesel Multiple Unit Vehicle to Zero- or Low-Emission Vehicle Conversion	Supporting Infrastructure	CP034	PA&ED	\$ 500,000			\$ (85,000)											
							Procurement		PS&E	\$ 3,000,000		\$ 2,230,000												
									CONST	\$ 23,500,000		\$ 1,200,000	\$ 322,000											
							ZEMU Supporting Infrastructure - Maintenance Facility Retrofit	CP034B	CONST				\$ 6,893,000											
							Zemu Supporting Infrastructure - Maintenance Facility Retrofit: Major Equipment Purchase	CP034C	CONST				\$ 1,281,000	\$ (709,000)										
							ZEMU Supporting Infrastructure	CP034	CONST					\$ 7,640,000										

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Project Information								Project Programming											
Award No.	Total Award	2018 Award	2023 Cycle 6 Supplemental Award	Award Recipient	Implementing Agency	Project Title	Separable Phases / Components	PPNO	Phase	Prior	FY 20-21	FY 21-22	FY 22-23	FY 23-24	FY 24-25	FY 25-26	FY 26-27	FY 27-28	FY 28-29
2018: 16	\$ 9,990,000	\$ 5,763,000	\$ 4,227,000	San Diego Metropolitan Transit System (SDMTS)	San Diego Association of Governments (SANDAG)	Ride Between the Line: Enhancing Access to Transit in San Diego	University Bikeway Project	CP077	CONST					\$ 9,990,000					
2018: 17	\$ 40,098,000	\$ 40,098,000	\$ -	San Diego Metropolitan Transit System (SDMTS)	San Diego Metropolitan Transit System (SDMTS)	Blue Line Rail Corridor Transit Enhancements	Beech Street Double Crossover	CP032	PS&E	\$ 360,000			\$ (142,000)						
							CONST			\$ 3,691,000		\$ 317,000							
							American Plaza Pedestrian Enhancements		PS&E	\$ 320,000		\$ 600,000		\$ (216,000)					
									CONST					\$ 3,052,000					
							Green Line Imperial Terminal (IMT) Double Tracking		PS&E	\$ 635,000									
									CONST		\$ 6,354,000								
							Blue Line Feeder Bus Service Stop Improvements		PS&E	\$ 240,000									
									CONST			\$ 2,852,000							
							Middletown Double Crossover		CONST	\$ 4,977,000			\$ (171,000)						
									CONST	\$ 2,367,000									
							Blue Line Feeder Bus Service (11 Buses) for Route 925		CONST		\$ 13,316,000		\$ 66,000	\$ (305,000)					
									PS&E	\$ 372,000									
							Blue Line Feeder Bus Service Charging Infrastructure for Route 925		CONST		\$ 929,000		\$ 305,000						
									Network Integration		CP032N	CONST	\$ 250,000			\$ (71,000)			

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Award No.	Total Award	2018 Award	2023 Cycle 6 Supplemental Award	Award Recipient	Implementing Agency	Project Title	Separable Phases / Components	PPNO	Phase	Prior	FY 20-21	FY 21-22	FY 22-23	FY 23-24	FY 24-25	FY 25-26	FY 26-27	FY 27-28	FY 28-29
2018-18	\$ 26,867,000	\$ 26,867,000	\$ -	San Francisco Municipal Transportation Agency (SFMTA)	San Francisco Municipal Transportation Agency (SFMTA)	Transit Capacity Expansion Program	Procurement of 8 Additional Expansion Light Rail Vehicles	CP006	CONST	\$ 26,867,000									
							Oakley Station	CP035	PS&E	\$ 626,000									
									CONST						\$ 7,155,000				
							Madera Station	CP035	PS&E		\$ 1,952,000								
									R/W		\$ 4,230,000				\$ (3,051,000)				
									CONST						\$ 31,036,000				
							North Lathrop Transfer Station	CP035W	CONST							\$ 23,143,000			
							Manteca Station	CP035X	CONST						\$ 1,144,000				
							Ceres Station Layover and Track work	CP106B	CONST							\$ 27,991,000			
							Modesto Station	CP106	PS&E				\$ 1,099,000						
									CONST							\$ 57,962,000			
							Stockton Diamond	10-9883	CONST						\$ 50,786,000				
							Trackwork and Stations: Madera, Lodi, Elk Grove, City College, Midtown, Old North Sacramento, Natomas Station and Layover Facility, and UPRR Track Work.	CP035	PA&ED	\$ 12,699,000	\$ (7,699,000)			\$ (1,919,000)					
							Lodi Station	CP035D	PS&E		\$ 500,000	\$ 5,546,000							
									R/W		\$ 2,985,000		\$ 4,000,000						
									CONST						\$ 46,976,000				
							Midtown Station	CP035E	PS&E		\$ 802,000	\$ 5,309,000							
									R/W		\$ 56,000		\$ 5,650,000						
									CONST						\$ 16,570,000				
							Downtown Mobility Project	CP035C	PS&E		\$ 160,000								
									CONST				\$ 2,501,000						

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Project Information								Project Programming											
Award No.	Total Award	2018 Award	2023 Cycle 6 Supplemental Award	Award Recipient	Implementing Agency	Project Title	Separable Phases / Components	PPNO	Phase	Prior	FY 20-21	FY 21-22	FY 22-23	FY 23-24	FY 24-25	FY 25-26	FY 26-27	FY 27-28	FY 28-29
2018: 19	\$ 635,600,000	\$ 500,500,000	\$ 135,100,000	San Joaquin Joint Powers Authority (SJJPA) and San Joaquin Regional Rail Commission (SJRRC)	San Joaquin Regional Rail Commission (SJRRC)	Valley Rail	Natomas Station and Layover Facility	CP035B	PS&E		\$ 2,331,000	\$ 425,000		\$ 300,000					
									R/W		\$ 4,927,000		\$ 5,433,000	\$ 682,000					
									CONST						\$ 34,493,000				
							Del Paso Siding Extension	CP035F	PS&E		\$ 3,002,000		\$ 2,005,000						
									R/W					\$ 3,000,000					
									CONST						\$ 32,807,000				
							Phillips Siding Rehabilitation	CP035G	PS&E		\$ 612,000		\$ 443,000	\$ 500,000					
							Pollock Siding Upgrade	CP035H	PS&E			\$ 659,000							
									R/W						\$ 500,000				
									CONST							\$ 4,376,000			
							Pollock to South Sacramento Yard Extension	CP035I	PA&ED					\$ 3,458,000					
									PS&E			\$ 1,448,000		\$ (1,448,000)		\$ 3,448,000			
									R/W		\$ 939,000			\$ (939,000)		\$ 9,939,000			
									CONST							\$ 11,272,000			
							Rail Engineering Support (Stations)	CP035J	PS&E		\$ 506,000			\$ (489,000)					
							Sacramento Subdivision Curve MP 114.73 to MP 115.04	CP035K	PS&E			\$ 41,000							
									CONST					\$ 303,000					
							Sacramento Subdivision Curve MP 117.18 to MP 117.55	CP035L	PS&E			\$ 43,000							
									CONST					\$ 317,000					
							Sacramento Subdivision Curve MP 135.55 to MP 135.85	CP035M	PS&E			\$ 37,000							
									CONST					\$ 277,000					

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Award No.	Total Award	2018 Award	2023 Cycle 6 Supplemental Award	Award Recipient	Implementing Agency	Project Title	Separable Phases / Components	PPNO	Phase	Prior	FY 20-21	FY 21-22	FY 22-23	FY 23-24	FY 24-25	FY 25-26	FY 26-27	FY 27-28	FY 28-29
2018: 27	\$ 982,608,000	\$ 875,708,000	\$ 106,900,000	Southern California Regional Rail Authority (SCRRA)	Southern California Regional Rail Authority (SCRRA)	Southern California Optimized Rail Expansion (SCORE)	Riverside Downtown Station Improvements	CP033F	PA&ED	\$ 549,000									
									PS&E							\$ 4,768,000			
									CONST								\$ 9,174,000		
							Burbank Junction Speed Improvements	CP033C	PA&ED	\$ 141,000									
									PS&E	\$ 1,300,000	\$ 1,092,000								
									CONST		\$ 16,480,000								
							Chatsworth Station Improvements	CP033A	PA&ED	\$ 368,000									
									PS&E	\$ 4,479,000									
									RAW										
							Chatsworth Station Pedestrian Underpass	CP033L	CONST		\$ 1,500,000								
									R/W		\$ 3,585,000								
							Marengo Siding Improvements	CP033D	CONST						\$ 14,748,000				
									PA&ED	\$ 461,000									
									PS&E	\$ 2,864,000	\$ 522,000								
							Signal Respacing Burbank to LA	CP033B	R/W		\$ 354,000	\$ 550,000							
									CONST						\$ 6,844,000				
									PA&ED	\$ 5,000									
				Southern California Regional Rail Authority (SCRRA)	Southern California Optimized Rail Expansion (SCORE)	Southern California Optimized Rail Expansion (SCORE)	Simi Valley Double Track	CP033G	PS&E	\$ 496,000									
									CONST		\$ 6,557,000								
									PA&ED	\$ 1,684,000									
									PS&E	\$ 8,156,000		\$ 4,211,000							
									R/W			\$ 2,891,000							
									CONST							\$ 72,025,000			

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Award No.	Total Award	2018 Award	2023 Cycle 6 Supplemental Award	Award Recipient	Implementing Agency	Project Title	Separable Phases / Components	PPNO	Phase	Prior	FY 20-21	FY 21-22	FY 22-23	FY 23-24	FY 24-25	FY 25-26	FY 26-27	FY 27-28	FY 28-29
						Ventura Track and Structures Rehabilitation	CP033P		PS&E					\$ 801,000					
									CONST						\$ 10,307,000				
						Tunnel 26 Rehabilitation	CP033Q		PS&E					\$ 62,000					
									CONST						\$ 1,540,000				
						Devonshire Street Crossing Improvements	CP033R		PS&E					\$ 534,000					
									CONST						\$ 3,738,000				
						LA-Fullerton Trunk Line	CP033Y		PA&ED	\$ 5,200,000				\$ 5,000,000					
									PS&E						\$ 7,000,000				
									CONST	\$ -						\$ 27,233,000	\$ 91,656,000		
						Fullerton to Atwood Third Track	CP033M		PS&E					\$ 5,000,000					
									CONST						\$ 28,000,000				
						Atwood to Esperanza Third Track	CP033N		CONST						\$ 5,000,000				
					Orange County Transportation Authority (OCTA)	Irvine Station Improvements	CP033J		PA&ED	\$ 341,000	\$ 6,330,000								
									PS&E							\$ 11,050,000			
									CONST									\$ 19,284,000	\$ 23,476,000
						Orange County Maintenance Facility, Phase 1a	CP033		PA&ED	\$ 4,829,000									
									PS&E						\$ 6,401,000				
									CONST							\$ 13,687,000	\$ 28,823,000		
						OCMF Fencing	CP033		CONST	\$ 4,100,000		\$ 1,000,000							
						Supplemental Fleet Refurbishment	CP033		CONST	\$ 19,060,000			\$ 8,267,000	\$ 10,500,000					

2018 Transit and Intercity Rail Capital Program - Program Allocation Plan																			
Updated as of November 2024																			
Project Information								Project Programming											
Award No.	Total Award	2018 Award	2023 Cycle 6 Supplemental Award	Award Recipient	Implementing Agency	Project Title	Separable Phases / Components	PPNO	Phase	Prior	FY 20-21	FY 21-22	FY 22-23	FY 23-24	FY 24-25	FY 25-26	FY 26-27	FY 27-28	FY 28-29
					Southern California Regional Rail Authority (SCRRA)	Signals in OC (Atwood to Orange)	Signals in OC (Atwood to Orange)	CP033I	PA&ED	\$ 17,000									
									PS&E	\$ 189,000									
									CONST	\$ 500,000	\$ 329,000								
						Signals in OC (Avery to Songs)	Signals in OC (Avery to Songs)	CP033K	PA&ED	\$ 210,000									
									PS&E	\$ 992,000									
									CONST		\$ 5,181,000								
					Los Angeles County Metropolitan Transportation Authority (LA Metro)	LINK US	LINK US	CP033	PA&ED	\$ 23,021,000									
									PS&E		\$ 67,336,000								
									R/W	\$ 137,063,000									
						LINK US Component	LINK US Component	CP033Y	CONST	\$ 19,766,000									
					Los Angeles County Metropolitan Transportation Authority (LA Metro)	LINK US (Multi-Year Funding)	LINK US (Multi-Year Funding)	CP033	CONST							\$ 10,385,000	\$ 40,000,000	\$ 40,000,000	
					Southern California Regional Rail Authority (SCRRA)	Network Integration	Network Integration	CP033	CONST	\$ 10,000,000									
2018: 28	\$ 10,148,000	\$ 10,148,000	\$ -	Transportation Agency for Monterey County	Transportation Agency for Monterey County	Rail Extension to Monterey County	New Passenger Rail Service to Salinas	1155	CONST						\$ -		\$ 8,033,000		
							Positive Train Control		CONST						\$ -		\$ 1,615,000		
							Network Integration	1155N	CONST	\$ 500,000									
	\$ 5,896,112,000	\$ 4,325,000,000	\$ 1,571,112,000				Cycle 3 Total			\$ 789,470,000	\$ 275,878,000	\$ 207,817,000	\$ 184,284,000	\$ 294,927,000	\$ 855,006,000	\$ 1,420,221,000	\$ 1,169,675,000	\$ 509,889,000	\$ 197,586,000

2018-24 Shasta Regional Transportation Agency - 3.4 Informational Item 1/26/2023 North State Intercity Bus System project in Shasta County reduced total programmed amount by \$8,641,000. Programmed amount will be out of balance with awarded amount until project is rescopeed and funding is reprogrammed.

Partial allocations are highliged and italicized. The remaining funds will be requested as one allocation per project/phase per the TIRCP Allocation Policy. Partial allocations will not be approved.

2020 Transit and Intercity Rail Capital Program - Program Allocation Plan																	
Updated as of November 2024																	
Project Information								Project Programming									
Award No.	Total Award	2020 Award Amount	2023 Cycle 6 Supplemental Award	Award Recipient	Implementing Agency	Project Title	Separable Phases/ Components	PPNO	Phase	Prior	FY 20-21	FY 21-22	FY 22-23	FY 23-24	FY 24-25	FY 25-26	FY 26-27
2020: 1	\$ 6,503,000	\$ 6,503,000	\$ -	Antelope Valley Transit Authority	Antelope Valley Transit Authority	Reaching the Most Transit-Vulnerable: AVTA's Zero-Emission 'Micro transit' and Bus Expansion Proposal	Vehicle Procurement Component	CP059	CONST		\$ 6,253,000						
							Network Integration		CONST		\$ 250,000						
2020: 2	\$ 159,900,000	\$ 107,100,000	\$ 52,800,000	Bay Area Rapid Transit District	Bay Area Rapid Transit District	The Transbay Corridor Core Capacity Program: Vehicle Acquisition	Vehicle Acquisition	CP060	CONST					\$ 89,860,000	\$ 17,240,000		
							Traction Power Substations	CP060A	CONST						\$ 52,800,000		
2020: 3	\$ 3,914,000	\$ 3,914,000	\$ -	Capitol Corridor Joint Powers Authority	Capitol Corridor Joint Powers Authority	Sacramento Valley Station (SVS) Transit Center	New Northside Station Access	CP061A	CONST				\$ 3,194,000				
							Network Integration	CP061	CONST		\$ 720,000						
2020: 4	\$ 502,564,000	\$ 95,200,000	\$ 407,364,000	City of Inglewood	City of Inglewood	Inglewood Transit Connector Project	Inglewood Transit Connect	CP062	PA&ED		\$ 20,000,000						
							Inglewood Transit Connector - Phase 1	CP062A	R/W				\$ 75,200,000				
							Inglewood Transit Connector - Phase 2	CP062B	R/W				\$ 141,252,000				
							Inglewood Transit Connector - Phase 2	CP062B	CONST					\$ 160,000,000	\$ 83,035,000	\$ 23,077,000	
2020: 5	\$ 12,994,000	\$ 12,994,000	\$ -	Lake Transit Authority	Lake Transit Authority	North State Intercity Bus System	New Transit Center	CP063	PA&ED		\$ 250,000			\$ (129,000)			
									PS&E				\$ 429,000				
									CONST						\$0	\$ 4,560,000	
							Purchase of 4 Hydrogen Fuel-Cell Bus	CP063B	CONST					\$0	\$ 3,684,000		
							Hydrogen Fuel Supporting Infrastructure	CP063A	PS&E					\$ 200,000			
									CONST						\$0	\$ 4,000,000	
2020: 6	\$ 6,451,000	\$ 6,451,000	\$ -	Long Beach Transit	Long Beach Transit	LBT/UCLA Electric Commuter Express	Vehicle Procurement	CP064	CONST		\$ 6,451,000						

2020 Transit and Intercity Rail Capital Program - Program Allocation Plan																	
Updated as of November 2024																	
Project Information								Project Programming									
Award No.	Total Award	2020 Award Amount	2023 Cycle 6 Supplemental Award	Award Recipient	Implementing Agency	Project Title	Separable Phases/ Components	PPNO	Phase	Prior	FY 20-21	FY 21-22	FY 22-23	FY 23-24	FY 24-25	FY 25-26	FY 26-27
2020: 12	\$ 41,668,000	\$ 41,668,000	\$ -	San Francisco Municipal Transportation Agency (SFMTA)	San Francisco Municipal Transportation Agency (SFMTA)	Core Capacity Program	MUNI Forward J Line	CP070	CONST						\$ 14,000,000		
							MUNI Forward M Line Phase 2	CP070A	CONST						\$ 25,000,000		
							MUNI Forward M Line Phase 1	CP070B	CONST				\$1,000,000				
							MUNI Forward K Line	CP070C	PS&E					\$ 1,668,000			
2020: 13	\$ 1,105,000	\$ 1,105,000	\$ -	Santa Monica Big Blue Bus	Santa Monica Big Blue Bus	For People, Place and Planet: Connecting Inglewood to Regional Opportunities	Procurement of 7 Zero-Emission Buses	CP071	CONST				\$ 1,105,000				
2020: 14	\$ 10,400,000	\$ 10,400,000	\$ -	Solano Transportation Authority	Solano Transportation Authority	Solano Regional Transit Improvements Phase 2	Access Improvements at Fairfield Transit Center	CP072	PS&E		\$ 400,000						
									CONST						\$ 2,600,000		
							Access Improvements at Vacaville Transit Center	CP072A	CONST						\$ 1,600,000		
							Shared Inductive Charging Infrastructure	CP072	PS&E		\$ 1,000,000						
									CONST						\$ 1,700,000		
							Access Improvements at Fairfield-Vacaville Stations	CP072B	PS&E						\$ 600,000		
									R/W						\$ 500,000		
									CONST						\$ 900,000		
							Network Integration	CP072Y	CONST		\$ 1,100,000						
2020: 15	\$ 6,000,000	\$ 6,000,000	\$ -	Torrance Transit Department	Torrance Transit Department	Torrance Transit Bus Service Enhancement Program	Procurement of 7 Zero-Emission Buses	CP073	CONST		\$ 6,000,000						
2020: 16	\$ 3,112,000	\$ 3,112,000	\$ -	Transit Joint Powers Authority for Merced County	Transit Joint Powers Authority for Merced County	Improving Air Quality and the Economic Growth with Electric Buses in Merced County, the Gateway to Yosemite	Procurement of 3 Zero-Emission Buses	CP074	CONST		\$ 3,112,000						
2020: 17	\$ 9,060,000	\$ 9,060,000	\$ -	San Francisco Bay Area Water Emergency Transportation Authority (WETA)	San Francisco Bay Area Water Emergency Transportation Authority (WETA)	Expansion of WETA Ferry Service	Acquisition of New All-Electric Vessels	CP075	CONST					\$ 4,300,000			
							Shoreside Charging Infrastructure	CP075A	PS&E				\$ 475,000				
									CONST					\$ 4,285,000			
	\$ 992,942,000	\$ 500,000,000	\$ 492,942,000				Cycle 4 Total				\$ 50,030,000	\$ 32,330,000	\$ 41,392,000	\$ 317,365,000	\$ 320,072,000	\$ 208,676,000	\$ 23,077,000

2022 Transit and Intercity Rail Capital Program - Program Allocation Plan														
Updated as of November 2024														
Project Information						Project Programming								
Award No.	Award Amount	Award Recipient	Implementing Agency	Project Title	Separable Phases/ Components	PPNO	Phase	FY 22-23	FY 23-24	FY 24-25	FY 25-26	FY 26-27	FY 27-28	FY 28-29
2022:01	\$ 22,778,000	Anaheim Transportation Network (ATN)	Anaheim Transportation Network (ATN)	ATN FAST (Family of Advanced Solutions for Transit): Revolutionizing Transit for a Global Audience	ocVIBE Build Out	CP086B	PA&ED			\$ 848,000				
							PS&E			\$ 222,000				
					Purchase 7 (10 passenger) ZEV vans for EVE: New Airport Connection & Night Owl	CP086	CONST	\$ 877,000						
					Purchase 10 (15 passenger) ZEV Microtransit for FRAN	CP086A	CONST	\$ 313,000						
					Purchase of 15 - 40' Zero-Emission Buses for ART Fleet Conversion	CP086C	CONST	\$ 12,586,000						
					Capital Outlay ANNA Corridor	CP086D	CONST	\$ 548,000						
					Purchase of 10 Zero-Emission Buses New East/West Connector Service (ANNA)	CP086E	CONST				\$ 7,384,000			
2022:02	\$ 4,829,000	Antelope Valley Transit Authority (AVTA)	Antelope Valley Transit Authority (AVTA)	Sweet Home Antelope Valley; –Where the Skies are so Blue	Purchase Parcel for Shared Charging Infrastructure	CP098A	R/W		\$ 400,000					
					Construct Shared, Solar-Powered Bus Charging Infrastructure	CP098B	CONST			\$ 1,360,000				
					Purchase Solar-Powered Bus Depot Chargers	CP098C	CONST			\$ 996,000				
					Procurement of 6 Zero-Emission Microtransit Buses and 6 Zero-Emission School Buses	CP098	CONST	\$ 2,073,000						

2022 Transit and Intercity Rail Capital Program - Program Allocation Plan														
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Project Information						Project Programming								
Award No.	Award Amount	Award Recipient	Implementing Agency	Project Title	Separable Phases/ Components	PPNO	Phase	FY 22-23	FY 23-24	FY 24-25	FY 25-26	FY 26-27	FY 27-28	FY 28-29
2022:03	\$ 49,000,000	Bay Area Rapid Transit (BART)	Bay Area Rapid Transit (BART)	East Bay Transit-Oriented Development Mobility Enhancement Project	El Cerrito Plaza BART Rider Parking Garage	CP099F	PS&E			\$ 1,500,000				
							CONST				\$ 11,300,000			
					El Cerrito Plaza On-Street Parking Management Planning	CP099A	CONST			\$ 200,000				
					El Cerrito Plaza On-Street Parking Management	CP099A	CONST				\$ 400,000			
					East-West Bikeway Planning	CP099D	CONST	\$ 250,000						
					East-West Bikeway Engineering Design & Construction	CP099L	PS&E			\$ 290,000				
							CONST					\$ 3,060,000		
					Ohlone Greenway Improvements	CP099M	PS&E			\$ 600,000				
							CONST				\$ 2,280,000			
					Bike Station	CP099N	PS&E			\$ 400,000				
							CONST				\$ 1,520,000			
					El Cerrito Plaza Transit Center Improvements	CP099E	PS&E			\$ 500,000				
							CONST				\$ 1,900,000			
					Lake Merritt UPS Relocation	CP099	CONST			\$ 13,150,000				
					Lake Merritt Parking Lot	CP099B	CONST		\$ 3,217,000					
					Lake Merritt Bike and Pedestrian	CP099C	CONST		\$ 3,133,000					
					West Oakland Cycle Tracks	CP099G	CONST				\$ 3,000,000			
					West Oakland Bus Shelters	CP099H	CONST					\$ 500,000		
					West Oakland Bike Stations	CP099J	CONST				\$ 1,500,000			
					West Oakland Wayfinding	CP099K	CONST					\$ 300,000		

2022 Transit and Intercity Rail Capital Program - Program Allocation Plan															
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Project Information						Project Programming									
Award No.	Award Amount	Award Recipient	Implementing Agency	Project Title	Separable Phases/ Components	PPNO	Phase	FY 22-23	FY 23-24	FY 24-25	FY 25-26	FY 26-27	FY 27-28	FY 28-29	
2022:04	\$ 49,865,000	Capitol Corridor Joint Powers Authority (CCJPA) with City of Sacramento, Sacramento Area Council of Governments (SACOG), and Sacramento Regional Transit District (SacRT)	City of Sacramento	Sacramento Valley Station (SVS) Transit Center: Priority Projects	Regional Bus & Mobility Hub Design Update	CP094L	PA&ED			\$ 296,000					
					Regional Bus & Mobility Hub	CP094B	PA&ED		\$ 643,000						
						Sacramento Regional Bus Layover Facility - Surface Improvements	CP094E	PS&E		\$ 6,032,000					
					Sacramento Regional Bus Layover Facility - Charging Infrastructure		CP094I	CONST		\$ 1,979,000			\$ 6,521,000		
						Sacramento Downtown Regional Bus Route Consolidation - Bus Stop Improvements	CP094F	PS&E		\$ 2,000,000					
					Sacramento Downtown Regional Bus Route Consolidation - Bus Stop Shelters Batch 1		CP094M	CONST		\$ 1,450,000			\$ 500,000		
						Sacramento Downtown Regional Bus Route Consolidation - Bus Stop Shelters Batch 2	CP094N	CONST					\$ 500,000		
					H Street Cycle Track Project On-Street Component		CP094A	PA&ED	\$ 850,000						
							H Street Cycle Track Project Onsite Component	CP094J	CONST					\$ 1,030,000	
						Pick-up/Drop off (PUDO) Loop		CP094K	CONST					\$ 6,569,000	
					Sacramento Downtown Regional Bus Route Consolidation - 5th Street Extension		CP094	PS&E	\$ 379,000	\$ 75,000			\$ 1,077,000		
						Storm Drain Line	CP094G	CONST					\$ 2,044,000		
					Light Rail Station Realignment		CP094H	CONST					\$ 4,203,000		
						SACOG	Contactless EMV Readers El Dorado Transit	CP049P	CONST				\$ 123,000		
					Contactless EMV Readers Placer County Transit		CP094Q	CONST				\$ 92,000			
					Contactless EMV Readers Roseville Transit		CP094R	CONST				\$ 124,000			
					Contactless EMV Readers Sacramento Regional Transit		CP094U	CONST				\$ 1,493,000			
					Contactless EMV Readers Yolo Transit District		CP094S	CONST				\$ 179,000			
					Contactless EMV Readers Yuba-Sutter Transit		CP094T	CONST				\$ 169,000			
					Contactless EMV Readers		CP094C	CONST		\$ 2,180,000	\$ (2,180,000)				

2022 Transit and Intercity Rail Capital Program - Program Allocation Plan														
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Project Information						Project Programming								
Award No.	Award Amount	Award Recipient	Implementing Agency	Project Title	Separable Phases/ Components	PPNO	Phase	FY 22-23	FY 23-24	FY 24-25	FY 25-26	FY 26-27	FY 27-28	FY 28-29
2022:05	\$ 8,465,000	City of Cupertino	City of Cupertino	South Bay Microtransit Expansion	Microtransit Expansion - Phase 1	CP105	CONST	\$ 5,561,000						
					Microtransit Expansion - Phase 2	CP105A	CONST				\$ 2,904,000			
2022:06	\$ 34,648,000	City of Glendale and Arroyo Verdugo Communities	City of Glendale	Making a Beeline for Electrification	Parking Deck Build Enhancements	CP082	PS&E	\$ 750,000						
							CONST			\$ 11,547,000				
					Purchase Bus Shelters and Shade Structures	CP082A	CONST			\$ 1,500,000				
					Transit Technology to Improve Rider Experience	CP082B	CONST	\$ 887,000	\$ (887,000)					
						CP082D	CONST		\$ 887,000					
					Climate Mobility and Safety	CP082C	CONST	\$ 236,000						
					Network Integration	CP082N	CONST		\$ 100,000					
					Purchase of 20 Electric Buses	CP082E	CONST				\$ 18,092,000			
			City of La Canada Flintridge		Purchase of 2 Electric Buses	CP082F	CONST				\$ 1,536,000			
2022:07	\$ 10,732,000	City of Oakland	City of Oakland	Oakland Waterfront Mobility Hub	2nd Street Transportation Hub	CP086	PA&ED		\$ 40,000					
							PS&E		\$ 730,000					
							CONST							\$ 5,541,000
					Clay Street Corridor Improvements	CP086A	PS&E				\$ 230,000			
							CONST							\$ 1,640,000
					8th Street Corridor Improvements	CP086B	PA&ED		\$ 33,000					
							PS&E			\$ 278,000				
							CONST							\$ 2,240,000
2022:08	\$ 9,600,000	City of Torrance	City of Torrance	The Regional Connectivity Improvement Bus Program	Purchase of 10 Zero-Emission Electric Buses	CP095	CONST			\$ 9,600,000				

2022 Transit and Intercity Rail Capital Program - Program Allocation Plan														
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Project Information						Project Programming								
Award No.	Award Amount	Award Recipient	Implementing Agency	Project Title	Separable Phases/ Components	PPNO	Phase	FY 22-23	FY 23-24	FY 24-25	FY 25-26	FY 26-27	FY 27-28	FY 28-29
2022:09	\$ 1,000,000	City of Wasco	City of Wasco	City of Wasco Improving Air Quality and Economic Growth with Bus Electrification	Purchase 3 Zero-Emission Vehicles	CP090	CONST	\$ 1,000,000	\$ (350,000)					
					Contactless Payment System	CP090A	CONST		\$ 350,000					
2022:10	\$ 14,460,000	Contra Costa Transportation Authority (CCTA)	Contra Costa Transportation Authority (CCTA)	I-680 Express Bus Program	Integrated Transit Plan - ITP	CP096	CONST	\$ 1,000,000						
					Bus on Shoulder Training at Gomentum Station	CP096C	PS&E			\$ 300,000				
							CONST			\$ 1,700,000				
					Shared Mobility Hub at Bollinger Canyon Rd.	CP096B	PS&E			\$ 1,330,000				
							CONST					\$ 9,530,000		
					Retrofit Existing Buses	CP096A	CONST			\$ 600,000				
2022:11	\$ 6,175,000	Fresno County Rural Transit Agency (FCRTA)	Fresno County Rural Transit Agency (FCRTA)	Fresno County Rural Transit Agency Resiliency Hub	Resiliency Hub Structure with Inductive Charging	CP089	PA&ED	\$ 30,000						
							PS&E			\$ 60,000				
							R/W			\$ 538,000				
							CONST			\$ 4,531,000				
					Solar Carport & EV Charging System	CP089A	CONST			\$ 756,000				
					Electric Bus Conversion	CP089B	CONST			\$ 260,000				
2022:12	\$ 38,743,000	Humboldt Transit Authority (HTA)	Humboldt Transit Authority (HTA)	Expanding Transit Services and Introducing Zero-Emission Fleets on California's North Coast	Redwood Coast Express Route and Regional Coordination and Outreach	CP101	PS&E	\$ 703,000						
							CONST			\$ 1,091,000				
					Hydrogen Infrastructure	CP101A	PS&E	\$ 175,000						
							CONST		\$ 9,961,000	\$ (500,000)				
					Temporary Fueler	CP101F	CONST			\$ 500,000				
					Service Bays	CP101E	PS&E	\$ 270,000						
							CONST			\$ 927,000				
					Fuel Cell Electric Bus Procurement - Pilot	CP101B	CONST	\$ 2,461,000						
					Procure 10 Fuel Cell Electric Bus	CP101C	CONST			\$ 12,847,000				
					Intermodal Transit and Housing Center	CP101D	PA&ED	\$ -						
							PS&E							
							CONST			\$ 10,308,000				

2022 Transit and Intercity Rail Capital Program - Program Allocation Plan														
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Project Information						Project Programming								
Award No.	Award Amount	Award Recipient	Implementing Agency	Project Title	Separable Phases/ Components	PPNO	Phase	FY 22-23	FY 23-24	FY 24-25	FY 25-26	FY 26-27	FY 27-28	FY 28-29
2022:13	\$ 177,500,000	Los Angeles County Metropolitan Transportation (LA Metro)	Los Angeles County Metropolitan Transportation (LA Metro)	Los Angeles Nextgen and Zero Emission Bus Implementation Project	Purchase 161 40' Zero-Emission Battery Electric Buses	CP104A	CONST			\$ 158,438,000				
					Supportive Charging Infrastructure	CP104B	CONST			\$ 662,000				
					Bus Bulbs and Boarding Islands	CP104	PS&E			\$ 1,700,000				
							CONST			\$ 11,250,000				
					Bus Shelters	CP104C	CONST			\$ 3,950,000				
					Real-Time Passenger Info	CP104D	CONST			\$ 1,500,000				
2022:14	\$ 25,000,000	Monterey-Salinas Transit District (MST) and Transportation Agency for Monterey County (TAMC)	Monterey-Salinas Transit District (MST)	SURFI Busway and Bus Rapid Transit	Bus Rapid Transit (BRT)	CP097	CONST			\$ 25,000,000				
2022:15	\$ 23,600,000	Sacramento Regional Transit District (SacRT)	Sacramento Regional Transit District (SacRT)	Fleet Modernization Project	Purchase 8 Low-Floor Light Rail Vehicles	CP092	CONST		\$ 23,600,000					
2022:16	\$ 33,544,000	San Diego Metropolitan Transit System (SDMTS)	San Diego Metropolitan Transit System (SDMTS)	Zero-Emission Transit Enhancement Project	Orange Line Improvement Project Install Grade Cross Warning System	CP088	PS&E	\$ 160,000	\$ (160,000)					
							CONST				\$ 7,280,000			
					Orange Line Improvement Project Signal Replacement with Bi-directional Signaling	CP088A	PS&E	\$ 640,000	\$ (640,000)					
					Orange Line Improvement Project Extend Crossing Approaches	CP088B	CONST				\$ 3,240,000			
					Orange Line Improvement Project ABS Signaling Work at Francis and 32nd Street	CP088C	CONST				\$ 2,600,000			
					Orange Line Improvement Project Passenger Information Sign Upgrades (VMS)	CP088D	PS&E	\$ 240,000	\$ (240,000)					
							CONST		\$ 1,440,000					
					12 th and Imperial Transit Center Rehabilitation	CP088E	PS&E		\$ 1,068,000					
							CONST			\$ 9,852,000				
					Electrification of the Imperial Avenue Division (IAD)	CP088F	CONST			\$ 8,064,000				
2022:17	\$ 14,946,000	San Francisco Bay Area Water Emergency Transportation Authority (WETA)	San Francisco Bay Area Water Emergency Transportation Authority (WETA)	San Francisco Zero Emissions High-Frequency Ferry Network	Acquisition of New All-Electric Vehicles	CP075	CONST		\$ 4,650,000					
					Shoreside Charging Infrastructure	CP075A	CONST		\$ 10,296,000					

2022 Transit and Intercity Rail Capital Program - Program Allocation Plan														
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Project Information						Project Programming								
Award No.	Award Amount	Award Recipient	Implementing Agency	Project Title	Separable Phases/ Components	PPNO	Phase	FY 22-23	FY 23-24	FY 24-25	FY 25-26	FY 26-27	FY 27-28	FY 28-29
2022:18	\$ 116,076,000	San Francisco Municipal Transportation Agency (SFMTA)	San Francisco Municipal Transportation Agency (SFMTA)	SFMTA Core Capacity Program	Corridor K Line	CP103A	CONST					\$ 25,000,000		
					Muni Metro Modernization Planning	CP103	CONST			\$ 1,000,000				
					Muni Forward N Line	CP103B	CONST					\$ 30,000,000		
					Muni Forward Geary Boulevard Improvement	CP103C	CONST					\$ 29,500,000		
					Train Control Upgrade - Embarcadero + 3rd to Muni Metro East	CP103D	CONST					\$ 30,576,000		
2022:19	\$ 57,018,000	San Joaquin Regional Rail Commission (SJRRRC) & San Joaquin Joint Powers Authority (SJJPA)	San Joaquin Regional Rail Commission (SJRRRC) & San Joaquin Joint Powers Authority (SJJPA)	Valley Rail Expansion: Altamont Corridor Express (ACE) Ceres to Turlock Extension	Turlock Station and Track Extension	CP102	PS&E	\$ 4,864,000						
							CONST							
					Ceres to Turlock Double Track	CP102A	PS&E	\$ 13,886,000						
							CONST				\$ 38,268,000			
2022:20	\$ 14,480,000	Santa Barbara Metropolitan Transit District (SBMTD)	Santa Barbara Metropolitan Transit District (SBMTD)	Next Wave: Expanding MTD's Electric Legacy on the South Coast	Purchase 8 Heavy Duty Zero-Emission Buses	CP091C	CONST	\$8,346,000						
					Purchase of 3 Battery-Electric Microtransit EVs	CP091D	CONST		\$ 682,000					
					Transit Signal Software	CP091A	CONST	\$ 250,000						
					Haley Yard Zero Emission Vehicle (ZEV) Infrastructure Improvements	CP091B	PS&E	\$ 202,000						
					Goleta Yard Canopies, Photovoltaic, & Building	CP091	PS&E	\$ 1,015,000						
							CONST			\$3,985,000				

2022 Transit and Intercity Rail Capital Program - Program Allocation Plan															
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Project Information						Project Programming									
Award No.	Award Amount	Award Recipient	Implementing Agency	Project Title	Separable Phases/ Components	PPNO	Phase	FY 22-23	FY 23-24	FY 24-25	FY 25-26	FY 26-27	FY 27-28	FY 28-29	
2022:21	\$ 24,825,000	Sonoma County Transportation Authority (SCTA)	Petaluma	Sonoma Regional Bus and Rail Connectivity Improvements	Transit Facility Improvements (Electrification) Phase 2	CP100C	CONST			\$ 940,000					
					Bus Stop Improvements	CP100D	PS&E			\$ 67,000					
							CONST				\$ 345,000				
			Santa Rosa City Bus		Bus Fleet Replacement and Electrification	CP100E	CONST	\$ 1,728,000							
					Battery Electric Bus Charging Infrastructure - Phase 2	CP100G	PS&E			\$ 87,000					
			CONST						\$ 1,657,000						
			Sonoma County Transit		2011 Diesel Bus Fleet Replacement to Battery Electric	CP100H	CONST		\$ 2,524,000						
					Purchase Electric Buses - Phase One	CP100	CONST	\$ 2,389,000		\$ (1,379,000)					
					Purchase Electric Buses - Phase Two	CP100F	CONST			\$ 1,379,000					
					Purchase 4 Electric Buses	CP100A	CONST			\$ 1,178,000					
					Charging Infrastructure at SCT Facility	CP100B	CONST	\$ 760,000							
					Expand Charging at Bus Yard	CP100J	CONST	\$ 2,000,000							
					Network Integration	CP100N	CONST			\$ 1,050,000					
			SCTA												
SMART															
2022:22	\$ 25,042,000	Southern California Regional Rail Authority (SCRRA - Metrolink)	Riverside County Transportation Commission	Metrolink Perris Valley Line Capacity Improvements	Expansion and Layover Track	CP081	PS&E	\$ 2,700,000							
							CONST			\$ 22,342,000					
2022:23	\$ 33,769,000	Tulare County Regional Transit Agency (TCRTA)	County of Tulare	Tulare Cross-Valley Corridor (CVC) ZEB Project	Purchase 8 Heavy Duty Zero-Emission Feeder Buses	CP093F	CONST			\$ 3,959,000					
			Kings Area Regional Transit (KART)		Purchase 8 Microtransit ZE Vehicles	CP093E	CONST			\$ 243,000					
					Purchase 4 Heavy Duty Zero-Emission Feeder Buses	CP093D	CONST			\$ 3,311,000					
					Purchase 8 Microtransit ZE Vehicles	CP093C	CONST			\$ 1,143,000					
					KART Station	CP093	CONST	\$ 19,038,000							
			Visalia		Purchase 2 Heavy Duty Zero-Emission Feeder Buses	CP093B	CONST			\$ 1,686,000					
			County of Tulare		Lindsey Transit Center	CP093A	CONST			\$ 4,389,000					
	\$ 796,095,000				Cycle 5 Total			\$ 89,167,000	\$ 76,488,000	\$ 366,326,000	\$ 114,141,000	\$ 140,552,000	\$ -	\$ 9,421,000	

2023 Transit and Intercity Rail Capital Program - Program Allocation Plan											
Updated as of November 2024											
Project Information						Project Programming					
Award No.	Award Amount	Award Recipient	Implementing Agency	Project Title	Separable Phases/ Components	PPNO	Phase	FY 23-24	FY 24-25	FY 25-26	FY 26-27
2023:01	\$ 3,902,000	Antelope Valley Transit Authority (AVTA)	Antelope Valley Transit Authority (AVTA)	High Desert Clean Connector	Purchase 4 Zero Emission Commuter Coaches	CP107	CONST	\$ 3,902,000			
2023:02	\$ 30,871,000	Capitol Corridor Joint Powers Authority (CCJPA) with City of Sacramento, City of Hercules, and Santa Cruz Metropolitan Transit District (Metro)	City of Sacramento	Capitol Corridor Emerging Market Access Program	Regional Bus and Mobility Hub	CP094B	CONST			\$ 26,745,000	
			City of Hercules		Hercules Hub	CP108	PS&E		\$ 2,400,000		
			Santa Cruz Metro		Contactless EMV Readers	CP108A	CONST		\$ 1,715,000		
			CCJPA		Contactless EMV Readers	CP108B	CONST		\$ 11,000		
2023:03	\$ 11,276,000	Capitol Corridor Joint Powers Authority (CCJPA)	Capitol Corridor Joint Powers Authority (CCJPA)	Capitol Corridor Emerging Market Access Program	Link21	CP109	PA&ED	\$ 11,276,000			
2023:04	\$ 14,424,000	City of Pasadena	City of Pasadena	Pasadena Transit System Legacy Project: #MoreServiceLessEmissions	Nine 40' Hydrogen Fuel Cell Buses	CP110A	CONST		\$ 3,538,000		
					Eight Replacement Hydrogen Fuel Cell Buses	CP110B	CONST		\$ 2,852,000		
					Seven 23' Battery Electric Buses - Paratransit Service	CP110D	CONST		\$ 250,000		
					Four 23' Battery Electric Buses - Paratransit Service	CP110C	CONST			\$ 142,000	
					Hydrogen Fueling Station	CP110	PA&ED	\$ 1,842,000			
							PS&E		\$ 2,602,000		
							CONST			\$ 1,682,000	
					Solar Panels for Transit Operations and Maintenance Facility	CP110E	PS&E		\$ 175,000		
							CONST			\$ 175,000	
					Bus Stop Improvement Program	CP110F	CONST				\$ 1,166,000

2023 Transit and Intercity Rail Capital Program - Program Allocation Plan											
Updated as of November 2024											
Project Information						Project Programming					
Award No.	Award Amount	Award Recipient	Implementing Agency	Project Title	Separable Phases/ Components	PPNO	Phase	FY 23-24	FY 24-25	FY 25-26	FY 26-27
2023:05	\$ 3,117,000	City of Richmond	City of Richmond	Richmond MOVES Microtransit	Microtransit Expansion	CP 111	CONST	\$ 3,117,000			
2023:06	\$ 22,977,000	City of Santa Monica	City of Santa Monica	Ridership Growth, Workforce Development, and Zero Emission Regional Connectivity	Infrastructure	CP112	CONST			\$ 21,777,000	
					Procurement of 5 Battery Electric Buses	CP112A	CONST		\$ 1,200,000		
2023:07	\$ 7,053,000	City of Simi Valley	City of Simi Valley	Simi Valley Regional Transit Center and Pathway to Transition to a Zero Emissions Transit Fleet	Regional Transit Center	CP113	PS&E		\$ 147,000		
							CONST			\$ 2,106,000	
					Procurement of 6 Zero Emission Buses	CP113A	CONST	\$ 4,800,000	\$ (4,800,000)		
2023:08	\$ 3,247,000	Culver City	Culver City	City Bus Local Mobility Expansion Project	Purchase Battery Electric Mini-Buses	CP114	CONST			\$ 1,941,000	
					Purchase Battery Electric Microtransit Buses	CP114A	CONST			\$ 1,306,000	
2023:09	\$ 8,000,000	High Desert Corridor Joint Powers Agency (HDC JPA)	High Desert Corridor Joint Powers Agency (HDC JPA)	High Desert Intercity High Speed Rail Corridor Preliminary Engineering	High Speed Rail Corridor	CP115	PA&ED	\$ 8,000,000			
2023:10	\$ 8,612,000	Humboldt Transit Authority (HTA) with Yurok Tribe and Redwood Coast Transit Authority (RCTA)	Redwood Coast Transit Authority	Expanding Transit Service and Growing Zero-Emission Fleets on California's North Coast	Crescent City Transit Center	CP116	PA&ED		\$ 33,000		
							PS&E		\$ 160,000		
							CONST		\$ 2,652,000		
					Procure Battery Electric Buses	CP116B	CONST			\$ 1,303,000	
					Charging Stations	CP116C	PA&ED	\$ 37,000	\$0		
							PS&E		\$ 161,000		
							CONST			\$ 3,288,000	
			Yurok Tribe		Purchase Zero Emission Vehicles for Tribal Regions	CP116A	CONST		\$ 978,000		

2023 Transit and Intercity Rail Capital Program - Program Allocation Plan											
Updated as of November 2024											
Project Information						Project Programming					
Award No.	Award Amount	Award Recipient	Implementing Agency	Project Title	Separable Phases/ Components	PPNO	Phase	FY 23-24	FY 24-25	FY 25-26	FY 26-27
2023:11	\$ 95,000,000	Los Angeles County Metropolitan Transportation Authority (LA Metro)	Los Angeles County Metropolitan Transportation Authority (LA Metro)	CORE Capacity & System Integration Project	Platform Extension and Station Improvements	CP117	PS&E		\$ 4,615,000		
							CONST		\$ 55,224,000		
					TPSS Platform Expansion	CP117A	PS&E		\$ 2,711,000		
							CONST		\$ 32,450,000		
2023:12	\$ 35,000,000	Los Angeles County Metropolitan Transportation Authority (LA Metro)	Los Angeles County Metropolitan Transportation Authority (LA Metro)	Eastside Transit Corridor Phase 2	Metro L Gold	CP118	PA&E				
							PS&E		\$ 34,000,000		
							R/W		\$ 1,000,000		
2023:13	\$ 100,000,000	North County Transit District (NCTD) and San Diego Association of Governments (SANDAG)	San Diego Association of Governments (SANDAG)	San Dieguito Bridge Replacement, Double Track and Special Events Platform Project	San Dieguito Phase 2	CP119	PS&E	\$ 3,942,000			
							R/W	\$ 1,383,000			
							CONST			\$ 94,675,000	
2023:14	\$ 5,000,000	Orange County Transportation Authority (OCTA) with Los Angeles – San Diego – San Luis Obispo Rail Corridor (LOSSAN)	Orange County Transportation Authority (OCTA)	Coastal Rail Corridor Relocation Study	Feasibility Study / Conceptual Engineering	CP120	CONST			\$ 5,000,000	
2023:15	\$ 39,407,000	Orange County Transportation Authority (OCTA)	Orange County Transportation Authority (OCTA)	Central Mobility Loop	Purchase Hydrogen Fuel-Cell Buses	CP121D	CONST	\$ 25,414,000			
					Fuel Cell Fueling Station	CP121	CONST		\$ 3,836,000		
					Zero-Emission Paratrasit Bus Pilot	CP121A	CONST	\$ 1,625,000			
					Paratransit Charging Infrastructure	CP121B	CONST	\$ 622,000			
					Paratransit Charging Station	CP121C	CONST	\$ 260,000			
					Harbor Boulevard Connected Bus Pilot	CP121E	CONST			\$ 4,400,000	
					Bike Lockers at SARTC	CP121F	CONST			\$ 2,000,000	
					DCFC Charging Station at FTC	CP121G	CONST			\$ 625,000	
					DCFC Charging Station at SARTC	CP121H	CONST			\$ 625,000	

2023 Transit and Intercity Rail Capital Program - Program Allocation Plan											
Updated as of November 2024											
Project Information						Project Programming					
Award No.	Award Amount	Award Recipient	Implementing Agency	Project Title	Separable Phases/ Components	PPNO	Phase	FY 23-24	FY 24-25	FY 25-26	FY 26-27
2023:16	\$ 15,500,000	Riverside County Transportation Commission (RCTC) with Southern California Regional Rail Authority (SCRRA)	Riverside County Transportation Commission (RCTC)	Metrolink Double Track Project: Moreno Valley to Perris	Six Mile Double Track	CP122	CONST			\$ 15,500,000	
2023:17	\$ 8,553,000	Sacramento Regional Transit (SacRT)	Sacramento Regional Transit (SacRT)	Increasing Ridership Through System Enhancement	Train Technology Implementation	CP123	CONST		\$ 8,553,000		
2023:18	\$ 60,447,000	San Diego Metropolitan Transit System (MTS)	San Diego Metropolitan Transit System (MTS)	Zero Emission Transit Enhancements 2.0	Electrification of the Kearny Mesa Division	CP124A	CONST			\$ 12,132,000	
					Orange Line Track Improvement Part 2	CP124	PS&E				
							CONST				\$ 48,315,000
2023:19	\$ 13,800,000	San Francisco Bay Area Water Emergency Transportation Authority (WETA)	San Francisco Bay Area Water Emergency Transportation Authority (WETA)	San Francisco – Alameda/ Oakland Rapid Electric Emission Free Ferry (REEF)	Downtown SF Ferry Terminal	CP125	PS&E		\$ 2,200,000		
							CONST			\$ 2,635,000	
					Alameda Main Street Ferry Terminal	CP125A	PS&E		\$ 564,000		
							CONST			\$ 2,005,000	
					Central Bay Operations and Maintenance Facility	CP125B	PS&E		\$ 1,501,000		
							CONST			\$ 4,895,000	
2023:20	\$ 46,593,000	Santa Clara Valley Transportation Authority (VTA)	Santa Clara Valley Transportation Authority (VTA)	Eastridge to BART Regional Connector (EBRC)	Regional Connector	2174E	CONST	\$ 46,593,000			
2023:21	\$ 3,450,000	Santa Cruz County Regional Transportation Commission (RTC)	Santa Cruz County Regional Transportation Commission (RTC)	Zero Emission Passenger Rail & Trail Project	Environmental	CP127	PA&ED	\$ 3,450,000			

2023 Transit and Intercity Rail Capital Program - Program Allocation Plan											
Updated as of November 2024											
Project Information						Project Programming					
Award No.	Award Amount	Award Recipient	Implementing Agency	Project Title	Separable Phases/ Components	PPNO	Phase	FY 23-24	FY 24-25	FY 25-26	FY 26-27
2023:22	\$ 38,589,000	Santa Cruz Metropolitan Transit District (Metro)	Santa Cruz Metropolitan Transit District (Metro)	Santa Cruz Zero Emission Intercity Transit Service Expansion Project	Purchase Twenty-two Zero Emission Buses	CP128	CONST	\$ 13,178,000			
					Hydrogen Fueling Station	CP128A	PS&E	\$ 233,000	\$ (233,000)		
							CONST		\$ 8,792,000		
					Maintenance Facility Upgrades	CP128B	PS&E	\$ 280,000			
							CONST		\$ 1,220,000		
					Integrated Ticketing	CP128C	CONST		\$ 507,000	\$ -	
					Soquel Avenue Rapid Bus- Corridor Infrastructure Enhancements	CP128D	PS&E		\$ 507,000		
						CP128D	CONST			\$ 4,850,000	
					Workforce Development	CP128E	CONST		\$ 255,000		
					Bike Hub at Pacific Station	CP128F	CONST		\$ -	\$ 500,000	
2023:23	\$ 10,000,000	Southern California Regional Rail Authority (SCRRA)	Southern California Regional Rail Authority (SCRRA)	Metrolink Locomotive Modernization Study, Pilot and Implementation	Watsonville Infill Housing	CP128G	CONST			\$ 8,000,000	
					Bike Hub at Watsonville Infill Housing	CP128J	CONST			\$ 500,000	
					Modernization Study	CP129	CONST	\$ 1,500,000			
					Purchase Equipment for Pilot	CP129A	CONST			\$ 2,500,000	
					Purchase Equipment for Implementation	CP129B	CONST				\$ 6,000,000

2023 Transit and Intercity Rail Capital Program - Program Allocation Plan											
Updated as of November 2024											
Project Information						Project Programming					
Award No.	Award Amount	Award Recipient	Implementing Agency	Project Title	Separable Phases/ Components	PPNO	Phase	FY 23-24	FY 24-25	FY 25-26	FY 26-27
2023:24	\$ 4,437,000	Town of Truckee	Town of Truckee	Keep Truckee Moving: Expansion and Electrification	Purchase Zero Emission Electric Vehicles Phase 1	CP130	CONST	\$ 700,000			
					Purchase Zero Emission Electric Vehicles Phase 2	CP130B	CONST		\$ -	\$ 969,000	
					Railyard Mobility Hub Phase 2 A	CP130C	CONST	\$ 1,416,000			
					Railyard Mobility Hub Phase 2 B	CP130D	CONST			\$ 1,128,000	
					Microtransit Ridebooking Technology	CP130A	CONST	\$ 224,000			
2023:25	\$ 60,000,000	Transbay Joint Powers Authority (TJPA)	Transbay Joint Powers Authority (TJPA)	Downtown Rail Extension	Enabling Works Design	CP131	PS&E	\$ 8,600,000	\$ 1,500,000		
					Civil and Tunnel Design	CP131A	PS&E	\$ 6,900,000	\$ 37,400,000		
					Track and Systems Design	CP131B	PS&E		\$ 5,600,000		
2023:26	\$ 2,274,000	Transportation Agency for Monterey County (TAMC)	Transportation Agency for Monterey County (TAMC)	Pajaro/ Watsonville Multimodal Station Project	Pajaro Station - Environmental	CP132	PA&ED	\$ 2,274,000			
2023:27	\$ 25,000,000	Tri-Valley – San Joaquin Valley Regional Rail Authority	Tri-Valley	Valley Link Rail	Project Development	CP133	PA&ED	\$ 25,000,000			
2023:28	\$ 13,725,000	Yuba-Sutter Transit	Yuba-Sutter Transit	Next Generation Zero-Emission Bus Operations and Administration Facility	Maintenance, Operations and Administration Facility	CP134	PA&ED	\$ 900,000			
					CONST				\$ 9,825,000		
					Purchase Zero Emission Bus	CP134A	CONST			\$ 3,000,000	
	\$ 690,254,000				Cycle 6 Total			\$ 177,468,000	\$ 216,276,000	\$ 236,229,000	\$ 55,481,000

2023 Transit and Intercity Rail Capital Program High-Priority Grade Crossing Improvement and Separation Projects - Program Allocation Plan											
Updated as of November 2024											
Project Information						Project Programming					
Award No.	Award Amount	Award Recipient	Implementing Agency	Project Title	Separable Phases/ Components	PPNO	Phase	FY 23-24	FY 24-25	FY 25-26	FY 26-27
2023:01 GS	\$ 70,000,000	City of Burlingame, Peninsula Corridor Joint Powers Board, and San Mateo County Transportation Authority	Caltrain	Broadway Grade Separation	Grade Separation	CP137	CONST			\$ 70,000,000	
2023:02 GS	\$ 80,000,000	City of Fresno	City of Fresno	Blackstone & McKinley BNSF Grade Separation Project	Blackstone & McKinley Grade Separation	CP138	CONST			\$ 80,000,000	
2023:03 GS	\$ 20,000,000	City of Mountain View	City of Mountainview	City of Mountain View Rengstorff Avenue Grade Separation Project	Rengstroff Avenue Grade Separation	CP139	CONST			\$ 20,000,000	
2023:04 GS	\$ 23,790,000	City of Palo Alto	City of Palo Alto	Connecting Palo Alto Palo Alto Rail Grade Separation	Churchill Avenue Grade Separation	CP140	PS&E				\$ 8,000,000
					Meadow Drive Grade Separation	CP140A	PS&E				\$ 7,895,000
					Charleston Road Grade Separation	CP140B	PS&E				\$ 7,895,000
2023:05 GS	\$ 7,000,000	City of Santa Ana	City of Santa Ana	Santa Ana Blvd. Grade Separation Project	Grade Separation Design	CP136	PS&E			\$ 7,000,000	
2023:06 GS	\$ 46,550,000	Los Angeles County Metropolitan Transportation Authority (LA Metro)	Los Angeles County Metropolitan Transportation Authority	San Fernando Valley Regional Rail Program of Projects	Doran Street Grade Separation	CP141	CONST			\$ 21,300,000	
					Brighton to Roxford Double Track	CP141A	CONST				\$ 25,250,000
2023:07 GS	\$ 4,160,000	Yolo County	Yolo County	County Road 32A Crossing Relocation and Grade Separation Project	Martinez Subdivision Crossing	CP135	PA&ED			\$ 1,360,000	
							PS&E			\$ 2,800,000	
	\$ 251,500,000				Grade Separation Total					\$ 202,460,000	\$ 49,040,000

Transit and Intercity Rail Capital Program - Assembly Bill (AB) 180													
Updated as of November 2024													
Project Information					Project Programming								
Award No.	Award Amount	Recipient	Implementing Agency	Project Title	PPNO	Phase	FY 22-23	FY 23-24	FY 24-25	FY 25-26	FY 26-27	FY 27-28	FY 28-29
1	\$ 300,000,000	San Diego Association of Governments (SANDAG)	San Diego Association of Governments (SANDAG)	San Dieguito to Sorrento Valley Track and Realignment	CP084	PA&ED	\$ 152,000,000						
						PS&E				\$ 95,000,000			
						R/W			\$ 3,000,000	\$ 50,000,000			
	\$ 300,000,000			AB 180 Totals			\$ 152,000,000	\$ -	\$ 3,000,000	\$ 145,000,000	\$ -	\$ -	\$ -

MEMORANDUM

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 5-6, 2024

From: STEVEN KECK, Chief Financial Officer

Reference Number: 2.2c.(1), Action Item

Prepared By: Jeremy Ketchum, Chief
Division of Environmental Analysis

Subject: **APPROVAL OF PROJECTS FOR FUTURE CONSIDERATION OF FUNDING
RESOLUTIONS E-24-112, and E-24-113**

ISSUE:

Should the California Transportation Commission (Commission), as a responsible agency, approve attached resolutions E-24-112, and E-24-113?

RECOMMENDATION:

The California Department of Transportation (Department) recommends that the Commission, as a responsible agency, approve attached resolutions E-24-112, and E-24-113.

BACKGROUND:

**[01]-03-But-70, PM 34.1/46.0 and
03-But-70, PM 47.0/48.076
Resolution E-24-112**

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 (SR) 70 in Butte County. The Butte 70 Capital Preventative Maintenance (CAPM) Project would preserve and extend the service life of the existing pavement through rehabilitating the pavement as well as rehabilitating or replacing fair to poor condition drainage systems on SR 70, in Butte County. (PPNO 2300)

The project is located on State Route (SR) 70 from postmile (PM) 34.1 to 46.0, and from PM 47.0 to 48.076, in Butte County. The project would preserve and extend the service life of the existing pavement through rehabilitating the pavement as well as rehabilitating or replacing fair to poor condition drainage systems on SR 70, in Butte County. The project is currently programmed in the

*“Provide a safe and reliable transportation network that
serves all people and respects the environment.”*

2024 State Highway Operation and Protection Program (SHOPP). The total programmed amount which includes Right of Way (Support and Capital), and Construction (Support and Capital) is \$23,550,000. Construction is estimated to begin Fiscal Year 2025-26. The scope, as described for the preferred alternative, is consistent with the project scope as programmed by the Commission in the 2024 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 1

[02]-05-SLO-101, PM 26.5/27.3
Resolution E-24-113

The attached resolution proposes to approve for future consideration of funding the following project for which a Mitigated Negative Declaration (MND) has been completed:

- U.S. Highway 101 (US 101) in San Luis Obispo County. The City of San Luis Obispo proposes to extend Prado Road over US 101 to connect with Dalidio Drive and rebuild the existing US 101 northbound on-ramp and off-ramp connections to Prado Road to provide congestion relief, operational efficiency, and multimodal connectivity, on US 101 in San Luis Obispo County. (PPNO 2831)

The project is located on US 101, from PM 26.5 to 27.3, in San Luis Obispo County. The interchange is in the City of San Luis Obispo at PM 26.8. The City of San Luis Obispo proposes to extend Prado Road over US 101 to connect with Dalidio Drive and rebuild the existing US 101 northbound on-ramp and off-ramp connections to Prado Road to provide congestion relief, operational efficiency, and multimodal connectivity. The project is currently programmed in the 2024 State Transportation Improvement Program (STIP). The total programmed amount, which includes Construction (Capital) is \$103,850,000 in STIP, Regional Improvement Program. Construction will begin in 2026-27. The scope, as described for the preferred alternative, is consistent with the project scope as programmed by the Commission in the 2024 STIP.

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 project would not have a significant effect on energy, greenhouse gas emissions, mineral resources, noise, population and housing, public services, recreation, transportation, utilities and service systems, and wildfire. The project would have no significantly adverse effect on aesthetics, agriculture and forest resources, air quality, biological resources, cultural resources, geology and soils, hazards and hazardous materials, hydrology and water quality, land use and planning, and tribal cultural resources because mitigation measures would reduce potential effects to insignificance. Avoidance, minimization, and mitigation measures will reduce any potential effects on the environment. These measures include, but are not limited to, development and implementation of a Tree Protection and Replacement Plan, incorporation of a landscape design emphasizing native and drought-tolerant plants, preservation of agricultural land comparable to any Important Farmland converted for the project, implementation of fugitive dust control measures during construction, avoidance

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and minimization of impacts to sensitive species from construction activities, implementation of a Habitat Mitigation and Monitoring Plan for permanent riparian impacts, stopping construction work to evaluate any potential archaeological or paleontological resources that are encountered, preconstruction investigations and testing of surface soils for contaminants, and development of workplans and contingency plans specifying the requirements for soil handling and/or remediation for any contaminated soils that are encountered. As a result, an MND was completed for this project.

Attachment 2

*“Provide a safe and reliable transportation network that
serves all people and respects the environment.”*

Attachment 1

CALIFORNIA TRANSPORTATION COMMISSION

Resolution for Future Consideration of Funding 03-But-70, PM 34.1/46.0 and PM 47.0/48.076 Resolution E-24-112

- 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 (SR) 70 in Butte County. The Butte 70 Capital Preventative Maintenance (CAPM) Project would preserve and extend the service life of the existing pavement through rehabilitating the pavement as well as rehabilitating or replacing fair to poor condition drainage systems on SR 70, in Butte County. (PPNO 2300)
- 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 approve of the above referenced project to allow for future consideration of funding.

Attachment 1

NOTICE OF DETERMINATION

To: Office of Planning and Research
1400 Tenth Street, Room 121
Sacramento, CA 95814

From: California Transportation Commission
Attn: Cherry Zamora
1120 N Street, MS 52
Sacramento, CA 95814
(916) 654-4245

Subject: Filing of Notice of Determination in compliance with Section 21108 of the Public Resources Code.

Project Title: Butte 70 CAPM Project

2024040759	Danielle Ruiz	(530) 812-7432
State Clearinghouse Number	Lead Agency Contact Person	Area Code/Telephone

Project Location (include county): State Route (SR) 70 from postmile (PM) 34.1 to PM 46.0 and from PM 47.0 to PM 48.076, in Butte County.

Project Description: The Butte 70 Capital Preventative Maintenance (CAPM) Project would preserve and extend the service life of the existing pavement through rehabilitating the pavement as well as rehabilitating or replacing fair to poor condition drainage systems on SR 70, in Butte County.

This is to advise that the California Transportation Commission has approved the above described project on

(☐ Lead Agency/ ☒ Responsible Agency)

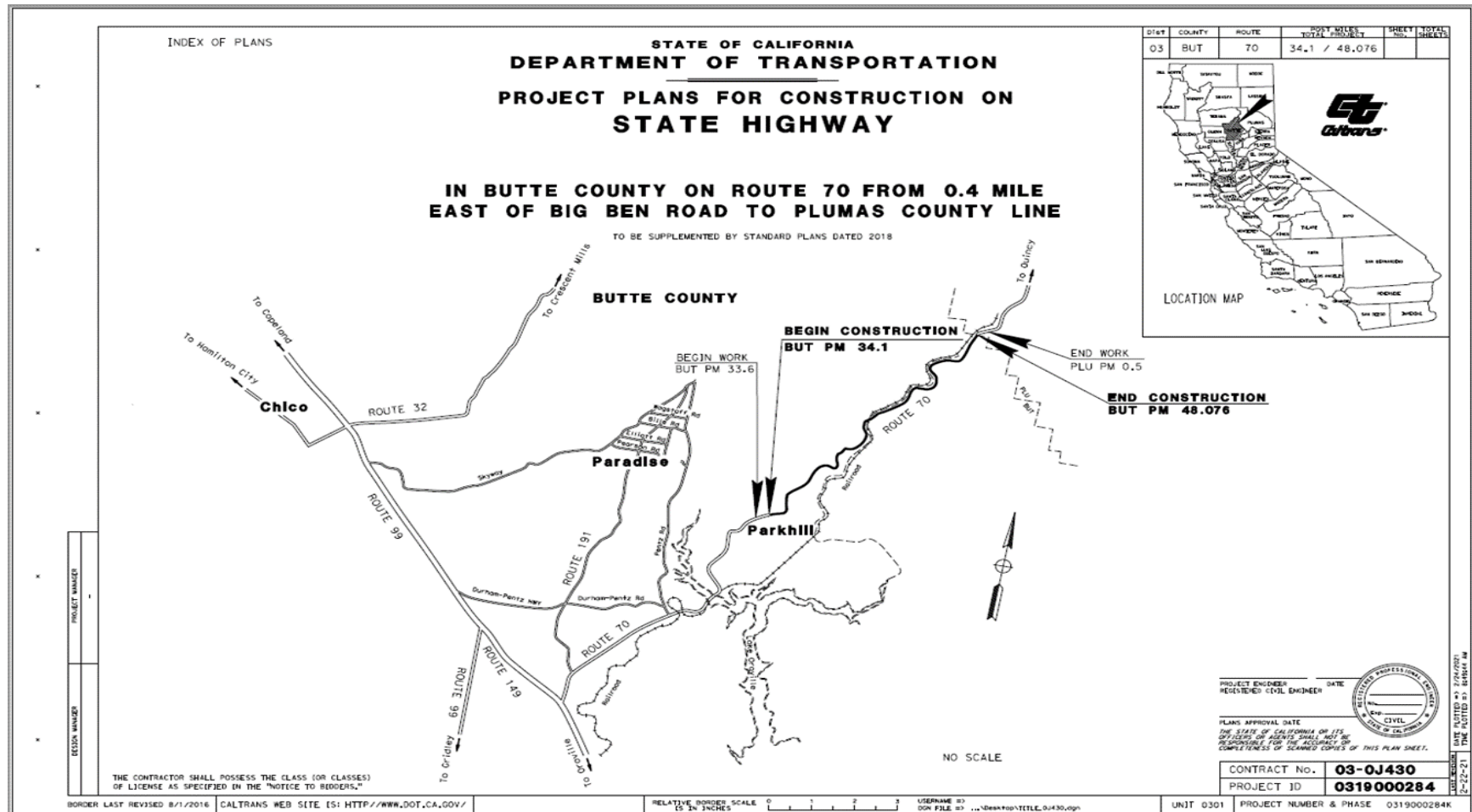
December 5-6, 2024, and has made the following determinations regarding the above described project:

1. The project (☐ will/ ☒ will not) have a significant effect on the environment.
2. ☐ An Environmental Impact Report was prepared for this project pursuant to the provisions of CEQA.
☒ A Negative Declaration was prepared for this project pursuant to the provisions of CEQA.
3. Mitigation measures (☐ were/ ☒ were not) made a condition of the approval of the project.
4. Mitigation reporting or monitoring plan (☐ was / ☒ was not) adopted for this project.
5. A Statement of Overriding Considerations (☐ was / ☒ was not) adopted for this project.
6. Findings (☐ were/ ☒ were not) made pursuant to the provisions of CEQA.

The above identified document with comments and responses and record of project approval is available to the General Public at: Caltrans District 3, 703 B Street, Marysville, CA 95901.

TANISHA TAYLOR		Executive Director California Transportation Commission
<i>Signature (Public Agency)</i>	<i>Date</i>	<i>Title</i>

Date received for filing at OPR:



03-0J430 Butte 70 CAPM Project

Vicinity Map

On State Route (SR) 70 from postmile (PM) 34.1 to PM 46.0 and from PM 47.0 to PM 48.076, in Butte County.

Attachment 2

CALIFORNIA TRANSPORTATION COMMISSION

Resolution for Future Consideration of Funding

05-SLO-101, PM 26.5/27.3

Resolution E-24-113

- 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:
- U.S. 101 in San Luis Obispo County. The City of San Luis Obispo proposes to extend Prado Road over US 101 to connect with Dalidio Drive and rebuild the existing US 101 northbound on-ramp and off-ramp connections to Prado Road to provide congestion relief, operational efficiency, and multimodal connectivity, on US 101 in San Luis Obispo County. (PPNO 2831)
- 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 approve of the above referenced project to allow for future consideration of funding.

Attachment 2

NOTICE OF DETERMINATION

To: Office of Planning and Research
1400 Tenth Street, Room 121
Sacramento, CA 95814

From: California Transportation Commission
Attn: Cherry Zamora
1120 N Street, MS 52
Sacramento, CA 95814
(916) 654-4245

Subject: Filing of Notice of Determination in compliance with Section 21108 of the Public Resources Code.

Project Title: U.S. 101/Prado Road Interchange Project

2023020078

Lucas Marsalek

(805) 458-5408

State Clearinghouse Number

Lead Agency Contact Person

Area Code/Telephone

Project Location (include county): United States Highway (US) 101 from postmile (PM) 26.5 to PM 27.3, in San Luis Obispo County.

Project Description: The City of San Luis Obispo proposes to extend Prado Road over US 101 to connect with Dalidio Drive and rebuild the existing US 101 northbound on-ramp and off-ramp connections to Prado Road to provide congestion relief, operational efficiency, and multimodal connectivity, on US 101 in San Luis Obispo County.

This is to advise that the California Transportation Commission has approved the above described project on

(☐ Lead Agency/ ☒ Responsible Agency)

December 5-6, 2024, and has made the following determinations regarding the above described project:

1. The project (☐ will/ ☒ will not) have a significant effect on the environment.
2. ☐ An Environmental Impact Report was prepared for this project pursuant to the provisions of CEQA.
☒ A Mitigated Negative Declaration was prepared for this project pursuant to the provisions of CEQA.
3. Mitigation measures (☒ were/ ☐ were not) made a condition of the approval of the project.
4. Mitigation reporting or monitoring plan (☒ was / ☐ was not) adopted for this project.
5. A Statement of Overriding Considerations (☐ was / ☒ was not) adopted for this project.
6. Findings (☐ were/ ☒ were not) made pursuant to the provisions of CEQA.

The above identified document with comments and responses and record of project approval is available to the General Public at: Caltrans District 5, 50 Higuera Street, San Luis Obispo, CA 93401.

TANISHA TAYLOR

Signature (Public Agency)

Date

Executive Director

California Transportation Commission

Title

Date received for filing at OPR:

Attachment 2



Project Location Map
U.S. 101/Prado Road Interchange Project
(EA 05-1H640)

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: December 5-6, 2024

From: TANISHA TAYLOR, Executive Director

Reference Number: 2.2c.(2) Action

Prepared By: Cherry Zamora
Associate Deputy Director

Published Date: November 22, 2024

Subject: Approval of Project for Future Consideration of Funding – Mitigated Negative Declaration for the Olivehurst Roadway Climate Resiliency Project, Resolution E-24-114

Recommendation:

Staff recommends the California Transportation Commission (Commission), as a Responsible Agency, accept the Mitigated Negative Declaration for the Olivehurst Roadway Climate Resiliency Project (Project) in Yuba County and approve the Project for future consideration of funding.

Issue:

The County of Yuba (County) is the California Environmental Quality Act (CEQA) lead agency for the Project. The Project is located on segments of 2nd Avenue, 3rd Avenue, 4th Avenue, 5th Avenue, 6th Avenue, 8th Avenue, 9th Avenue, 10th Avenue, 11th Avenue, Western Avenue, Beaver Lane, Canal Street, and Tulsa Avenue in the community of Olivehurst in Yuba County. The Project includes construction of drainage infrastructure and a multi-modal transportation network along 13 road segments. The Project would include a new underground storm drain network, roadway pavement rehabilitation, and roadway improvements such as curbs, gutters, sidewalks with Americans with Disabilities Act (ADA) compliant ramps, bike facilities, striping, and traffic control devices.

For all projects that are seeking funding through a program under the purview of the Commission, full compliance with CEQA is required. The Commission will not allocate funds to projects for design, right-of-way, or construction until the environmental document is complete, and the Commission has approved the environmentally cleared project for future funding consideration.

Background:

On September 5, 2024, the County adopted the Mitigated Negative Declaration and found that the Project would not have a significant effect on the environment with implementation of mitigation measures. On October 8, 2024, the County confirmed that the environmental document remains valid, there are no newly identified impacts or substantial increase in the severity of an impact requiring mitigation, and the environmental document is consistent with the Project scope of work programmed by the Commission. Impacts that require mitigation measures in order to be reduced to less than significant levels relate to air quality, biological resources, cultural resources, hazards and hazardous materials, hydrology and water quality, and tribal cultural resources.

Mitigation measures include implementation of a Feather River Air Quality Management District (FRAQMD) Fugitive Dust Plan and FRAQMD standard construction phase mitigation measures (such as use of properly tuned and maintained construction equipment; using existing power sources or clean fuel generators rather than temporary power generators; implementing a traffic plan to minimize interference from construction activities; suspending grade operations when wind exceeds 20 miles per hour; stabilizing soils through watering, Dust Suppressants, or coverage; street sweeping; temporary traffic control; reducing traffic speeds on unpaved surfaces to 15 miles per hour; re-establishing ground cover; and preparation of an equipment inventory list); implementation of fugitive dust control for construction; biological awareness training; use of Environmentally Sensitive Area fencing to mark sensitive resources; implementing Best Management Practices for erosion control and keeping oils and fuels away from surface waters; keeping vehicle maintenance, staging and storing outside of sensitive habitat; keeping a chemical spill kit onsite; implementing measures for inadvertent discovery of human remains and cultural material, such as notification of the Native American Heritage Commission and Most Likely Descendant; notifying tribes traditionally and culturally affiliated within the geographic area if a Tribal Cultural Resource is discovered; proper handling, storage, and cleanup of potentially hazardous materials; and implementing Best Management Practices to minimize erosion, such as stabilizing soils and material stockpiles.

The Project is estimated to cost \$48,480,000 and is fully funded through the construction phase with Local Transportation Climate Adaptation Program (\$48,480,000) funds.

Construction is estimated to begin in Fiscal Year 2025-26.

Attachments:

- Attachment A: Resolution E-24-114
- Attachment B: Notice of Determination
- Attachment C: Project Location Map

**CALIFORNIA TRANSPORTATION COMMISSION
Resolution for Future Consideration of Funding**

**3 – Yuba County
Resolution E-24-114**

- 1.1 WHEREAS, the County of Yuba (County) has completed a Mitigated Negative Declaration pursuant to the California Environmental Quality Act (CEQA) and the CEQA Guidelines for the Olivehurst Roadway Climate Resiliency Project (Project) in Yuba County; and
- 1.2 WHEREAS, the County has certified that the Mitigated Negative Declaration has been completed pursuant to CEQA and the CEQA Guidelines; and
- 1.3 WHEREAS, the Project is located on segments of 2nd Avenue, 3rd Avenue, 4th Avenue, 5th Avenue, 6th Avenue, 8th Avenue, 9th Avenue, 10th Avenue, 11th Avenue, Western Avenue, Beaver Lane, Canal Street, and Tulsa Avenue in the community of Olivehurst in Yuba County; and
- 1.4 WHEREAS, the Project includes construction of drainage infrastructure and a multi-modal transportation network along 13 road segments. The Project would include a new underground storm drain network, roadway pavement rehabilitation, and roadway improvements such as curbs, gutters, sidewalks with Americans with Disabilities Act (ADA) compliant ramps, bike facilities, striping, and traffic control devices; and
- 1.5 WHEREAS, the California Transportation Commission (Commission), as a Responsible Agency, has considered the information contained in the Mitigated Negative Declaration; and
- 1.6 WHEREAS, impacts that require mitigation measures in order to be reduced to less than significant levels relate to air quality, biological resources, cultural resources, hazards and hazardous materials, hydrology and water quality, and tribal cultural resources, and certain measures were adopted to address these impacts; and
- 1.7 WHEREAS, on September 5, 2024, the County adopted the Mitigated Negative Declaration and found that the Project would not have a significant effect on the environment with implementation of mitigation measures; and
- 1.8 WHEREAS, on October 8, 2024, the County confirmed that the environmental document remains valid, there are no newly identified impacts or substantial increase in the severity of an impact requiring mitigation, and the environmental document is consistent with the Project scope of work programmed by the 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 funding consideration.

NOTICE OF DETERMINATION

To: Office of Planning and Research
1400 Tenth Street, Room 121
Sacramento, CA 95814

From: California Transportation Commission
Attn: Cherry Zamora
1120 N Street, MS 52
Sacramento, CA 95814
(916) 654-4245

Subject: Filing of Notice of Determination in compliance with Section 21108 of the Public Resources Code.

Project Title: Olivehurst Roadway Climate Resiliency Project

2024080159

Ciara Fisher

(530) 749-5463

State Clearinghouse Number

Lead Agency Contact Person

Area Code/Telephone

Project Location (include county): The project is located on segments of 2nd Avenue, 3rd Avenue, 4th Avenue, 5th Avenue, 6th Avenue, 8th Avenue, 9th Avenue, 10th Avenue, 11th Avenue, Western Avenue, Beaver Lane, Canal Street, and Tulsa Avenue in the community of Olivehurst in Yuba County.

Project Description: The project includes construction of drainage infrastructure and a multi-modal transportation network along 13 road segments. The project would include a new underground storm drain network, roadway pavement rehabilitation, and roadway improvements such as curbs, gutters, sidewalks with Americans with Disabilities Act (ADA) compliant ramps, bike facilities, striping, and traffic control devices.

This is to advise that the California Transportation Commission has approved the above-described
(☐ Lead Agency / ☒ Responsible Agency)

project on December 5-6, 2024, and has made the following determinations regarding the above-described project:

1. The project (☐ will / ☒ will not) have a significant effect on the environment.
2. ☐ A Final Environmental Impact Report was prepared for this project pursuant to the provisions of CEQA.
☒ A Mitigated Negative Declaration was prepared for this project pursuant to the provisions of CEQA.
3. Mitigation measures (☒ were / ☐ were not) made a condition of the approval of the project.
4. Mitigation reporting or monitoring plan (☒ was / ☐ was not) adopted for this project.
5. A Statement of Overriding Considerations (☐ was / ☒ was not) adopted for this project.
6. Findings (☐ were/ ☒ were not) made pursuant to the provisions of CEQA.

The above-identified document with comments and responses and record of project approval is available to the General Public at: Yuba County Planning Department, 915 8th Street, Suite 123, Marysville, CA 95901-5273.

TANISHA TAYLOR

Signature (Public Agency)

Date

Executive Director

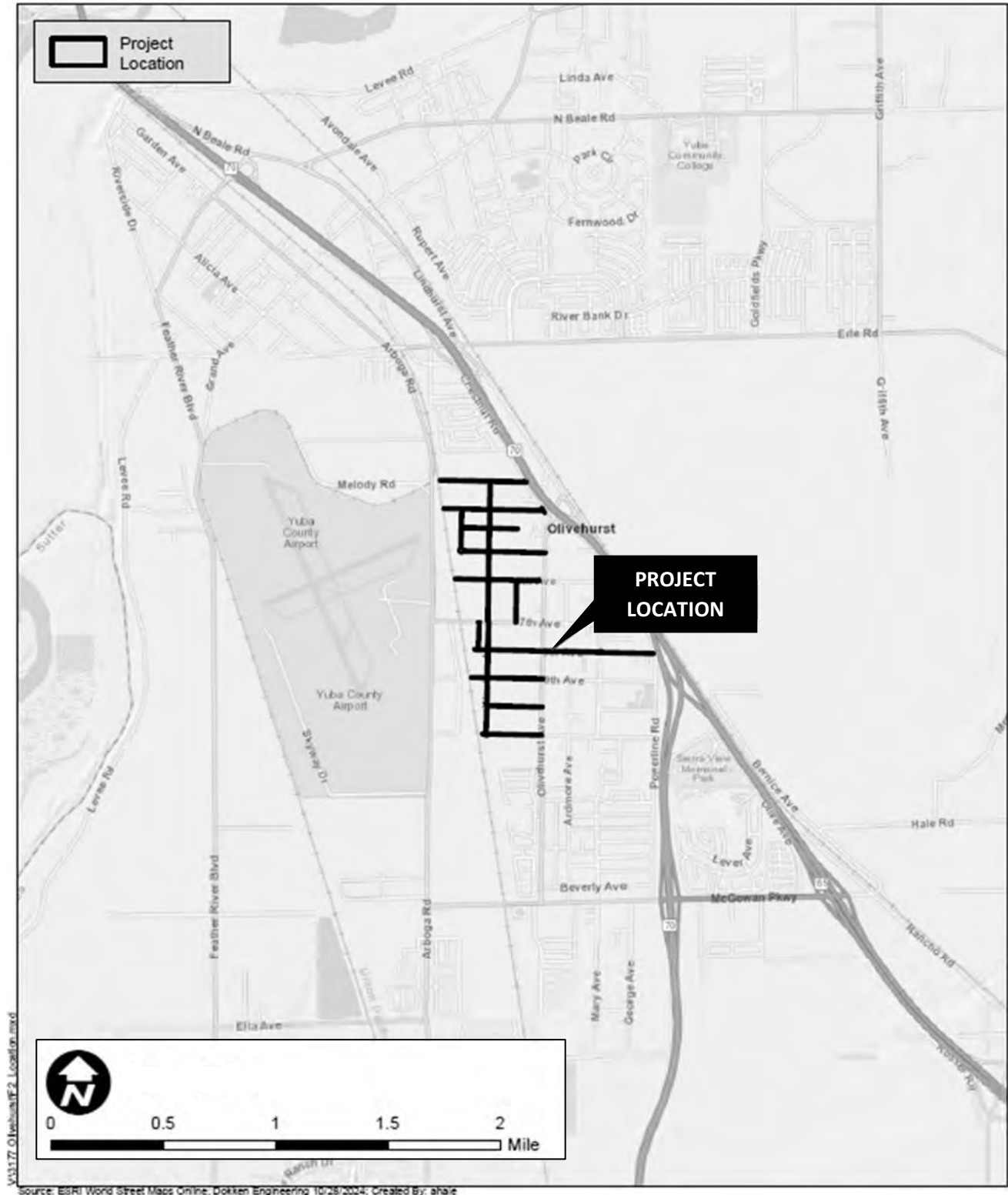
California Transportation Commission

Title

Date received for filing at OPR:

Project Location Map

Olivehurst Roadway Climate Resiliency Project, Yuba County



Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: December 5-6, 2024

From: TANISHA TAYLOR, Executive Director

Reference Number: 2.2c.(3) Action

Prepared By: Cherry Zamora
Associate Deputy Director

Published Date: November 22, 2024

Subject: Approval of Project for Future Consideration of Funding – Mitigated Negative Declaration and Addendum for the Bradley Road Bridge Project, Resolution E-24-115

Recommendation:

Staff recommends the California Transportation Commission (Commission), as a Responsible Agency, accept the Mitigated Negative Declaration and Addendum for the Bradley Road Bridge Project (Project) in the City of Menifee in Riverside County and approve the Project for future consideration of funding.

Issue:

The City of Menifee (City) is the California Environmental Quality Act (CEQA) lead agency for the Project. The Project is located on a segment of Bradley Road approximately between Potomac Drive and Rio Vista Drive in the City of Menifee in Riverside County. The Project would replace an existing low-flow crossing with a 335-foot long, 64-foot wide bridge across Salt Creek. The bridge would have a 12-foot median, two 12-foot wide travel lanes (one in each direction), 8-foot shoulders on both sides (which serve as Neighborhood Electric Vehicle/Class II bicycle lanes), and 5-foot pedestrian sidewalks on both sides with tubular hand railings. The bridge would be raised approximately 12 feet above Salt Creek at the bridge's highest point. Shielded, downward facing lighting would be installed along the length of the bridge. Improvements to Bradley Road to the north and south of the bridge would entail grade changes to ramp up and down to the bridge abutments.

For all projects that are seeking funding through a program under the purview of the Commission, full compliance with CEQA is required. The Commission will not allocate funds to projects for design, right-of-way, or construction until the environmental document is complete, and the Commission has approved the environmentally cleared project for future funding consideration.

Background:

On January 11, 2017, the City adopted the Mitigated Negative Declaration and found that the Project would not have a significant impact on the environment with implementation of mitigation measures. In December 2021, the City prepared an addendum to address the addition of a retaining wall, reconstruction of a trail segment, relocation of a gas pipeline, and minor expansion of the limits of grading. The addendum concluded that none of the changes require the preparation of a subsequent Mitigated Negative Declaration under Section 15162 of the CEQA Guidelines. On October 11, 2024, the City confirmed that the environmental document and addendum remain valid, there are no newly identified impacts or substantial increase in the severity of an impact requiring mitigation, and the environmental document is consistent with the Project scope of work programmed by the Commission. Impacts that require mitigation measures in order to be reduced to less than significant levels relate to biological resources, cultural resources, and noise.

Mitigation measures include scheduling vegetation removal and ground disturbance outside nesting seasons or conducting pre-construction surveys; restoration of riverine biological resources; compensatory mitigation for impacts to non-wetland waters; implementing construction Best Management Practices, such as keeping vehicles and equipment operations away from ponded or flowing water except as described in permits; retaining a qualified archaeologist to address inadvertent discoveries; conducting Worker Environmental Awareness Program training; implementing measures for discovery of cultural resources, including halting ground disturbance within 100 feet of the resource; ensuring equipment and vehicles using internal-combustion engines are equipped with mufflers, air-inlet silencers and other shrouds, shields or other noise-reducing features; using electrically powered equipment where feasible; locating material stockpiles and mobile equipment staging, parking, and maintenance areas away from noise sensitive receptors; and limiting use of noise-producing signals, including horns, whistles, alarms and bells, to safety warning purposes only.

The Project is estimated to cost \$15,928,169 and is fully funded through the construction phase with local funds (\$6,728,169), Community Project Funding/Congressionally Directed Spending (\$5,000,000), and Local Transportation Climate Adaptation Program (\$4,200,000) funds.

Construction is estimated to begin in Fiscal Year 2024-25.

Attachments:

- Attachment A: Resolution E-24-115
- Attachment B: Notice of Determination
- Attachment C: Project Location Map

**CALIFORNIA TRANSPORTATION COMMISSION
Resolution for Future Consideration of Funding**

**8 – Riverside County
Resolution E-24-115**

- 1.1 WHEREAS, the City of Menifee (City) has completed a Mitigated Negative Declaration and Addendum pursuant to the California Environmental Quality Act (CEQA) and the CEQA Guidelines for the Bradley Road Bridge Project (Project) in the City of Menifee in Riverside 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 a segment of Bradley Road approximately between Potomac Drive and Rio Vista Drive in the City of Menifee in Riverside County; and
- 1.4 WHEREAS, the Project would replace an existing low-flow crossing with a 335-foot long, 64-foot wide bridge across Salt Creek. The bridge would have a 12-foot median, two 12-foot wide travel lanes (one in each direction), 8-foot shoulders on both sides (which serve as Neighborhood Electric Vehicle/Class II bicycle lanes), and 5-foot pedestrian sidewalks on both sides with tubular hand railings. The bridge would be raised approximately 12 feet above Salt Creek at the bridge's highest point. Shielded, downward facing lighting would be installed along the length of the bridge. Improvements to Bradley Road to the north and south of the bridge would entail grade changes to ramp up and down to the bridge abutments; and
- 1.5 WHEREAS, the California Transportation Commission (Commission), as a Responsible Agency, has considered the information contained in the Mitigated Negative Declaration and Addendum; and
- 1.6 WHEREAS, impacts that require mitigation measures in order to be reduced to less than significant levels relate to biological resources, cultural resources, and noise, and certain measures were adopted to address these impacts; and
- 1.7 WHEREAS, on January 11, 2017, the City adopted the Mitigated Negative Declaration and found that the Project would not have a significant effect on the environment with implementation of mitigation measures; and
- 1.8 WHEREAS, in December 2021, the City prepared an addendum to address the addition of a retaining wall, reconstruction of a trail segment, relocation of a gas pipeline, and minor expansion of the limits of grading. The addendum concluded that none of the changes require the preparation of a subsequent Mitigated Negative Declaration under Section 15162 of the CEQA Guidelines; and

- 1.9 WHEREAS, on October 11, 2024, the City confirmed that the Mitigated Negative Declaration and Addendum remain valid, there are no newly identified impacts or substantial increase in the severity of an impact requiring mitigation, and the environmental document is consistent with the Project scope of work programmed by the Commission; and
- 1.10 WHEREAS, the Commission, as a Responsible Agency, has considered the information contained in the Mitigated Negative Declaration and Addendum.
- 2.1 NOW, THEREFORE, BE IT RESOLVED that the Commission does hereby accept the Mitigated Negative Declaration and Addendum 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: Cherry Zamora
1120 N Street, MS 52
Sacramento, CA 95814
(916) 654-4245

Subject: Filing of Notice of Determination in compliance with Section 21108 of the Public Resources Code.

Project Title: Bradley Road Bridge Project

2016121033	Carlos Geronimo	(951) 723-3722
State Clearinghouse Number	Lead Agency Contact Person	Area Code/Telephone

Project Location (include county): The project is located on a segment of Bradley Road approximately between Potomac Drive and Rio Vista Drive in the City of Menifee in Riverside County.

Project Description: The project would replace an existing low-flow crossing with a 335-foot long, 64-foot wide bridge across Salt Creek. The bridge would have a 12-foot median, two 12-foot wide travel lanes (one in each direction), 8-foot shoulders on both sides (which serve as Neighborhood Electric Vehicle/Class II bicycle lanes), and 5-foot pedestrian sidewalks on both sides with tubular hand railings. The bridge would be raised approximately 12 feet above Salt Creek at the bridge's highest point. Shielded, downward facing lighting would be installed along the length of the bridge. Improvements to Bradley Road to the north and south of the bridge would entail grade changes to ramp up and down to the bridge abutments.

This is to advise that the California Transportation Commission has approved the above-described

(☐ Lead Agency / ☒ Responsible Agency)

project on December 5-6, 2024, and has made the following determinations regarding the above-described project:

1. The project (☐ will / ☒ will not) have a significant effect on the environment.
2. ☐ A Final Environmental Impact Report was prepared for this project pursuant to the provisions of CEQA.
☒ A Mitigated Negative Declaration and Addendum was prepared for this project pursuant to the provisions of CEQA.
3. Mitigation measures (☒ were / ☐ were not) made a condition of the approval of the project.
4. Mitigation reporting or monitoring plan (☒ was / ☐ was not) adopted for this project.
5. A Statement of Overriding Considerations (☐ was / ☒ was not) adopted for this project.
6. Findings (☐ were/ ☒ were not) made pursuant to the provisions of CEQA.

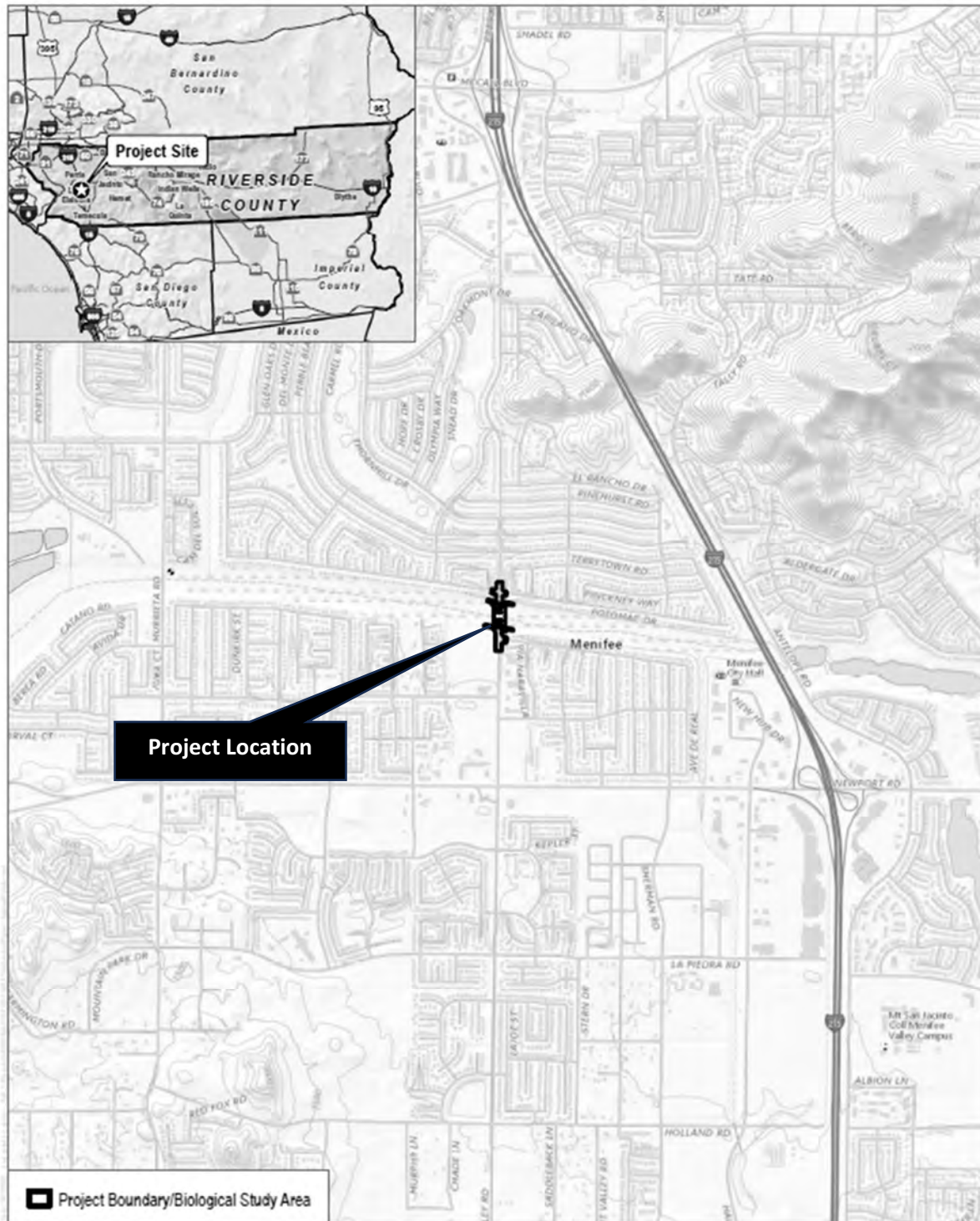
The above-identified document with comments and responses and record of project approval is available to the General Public at: City of Menifee, 29714 Haun Road, Menifee, CA 92586.

TANISHA TAYLOR		Executive Director
Signature (Public Agency)	Date	California Transportation Commission
		Title

Date received for filing at OPR:

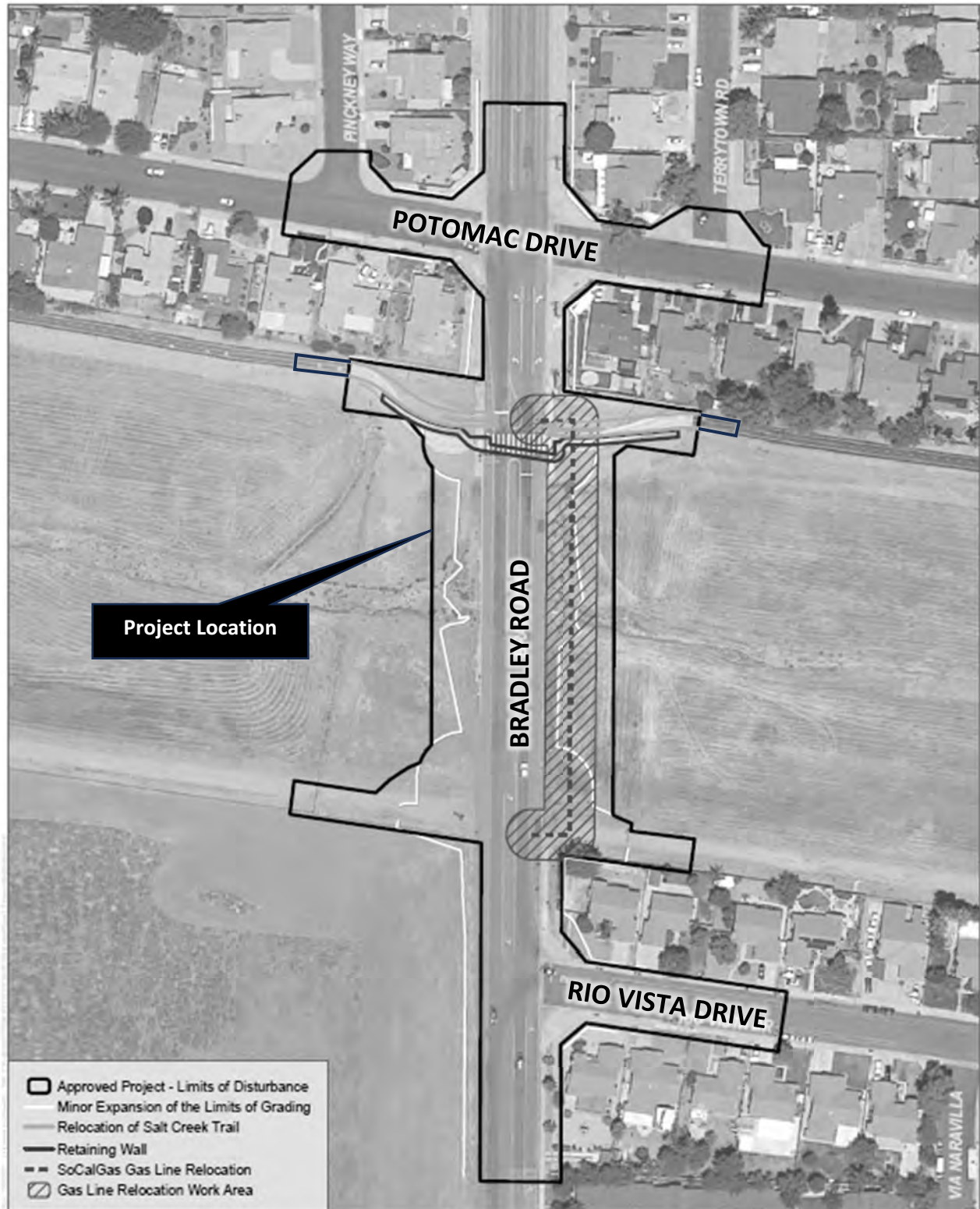
Project Location Map

Bradley Road Bridge Project, City of Menifee, Riverside County



Project Location Map (continued)

Bradley Road Bridge Project, City of Menifee, Riverside County



MEMORANDUM

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 5-6, 2024

From: STEVEN KECK, Chief Financial Officer

Reference Number: 2.3c., Action Item

Prepared By: Lisa Ramsey, Chief (Acting)
Division of Design

Subject: **RELINQUISHMENT RESOLUTIONS**

ISSUE:

Should the California Transportation Commission (Commission) approve the California Department of Transportation's (Department) request for relinquishment resolutions that will transfer highway facilities no longer needed for the State Highway System to the local agencies identified in the summary?

RECOMMENDATION:

The Department recommends that the Commission approve the relinquishment resolutions, summarized below, that will transfer highway facilities no longer needed for the State Highway System to the local agencies identified in the summary. It has been determined by the Department 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 before the Commission meeting pursuant to Section 73 of the Streets and Highways Code. Any exceptions or unusual circumstances are described in the individual summaries.

"Provide a safe and reliable transportation network that serves all people and respects the environment."

RESOLUTION

Resolution R-4114 – 06-Tul-137-PM 16.5/16.6

(Request No. 89872) – 2 Segments

Relinquishes right of way, consisting of collateral facilities, in the city of Tulare (City) along State Route (SR) 137 on East San Joaquin Avenue and East Sierra Avenue. The City, by letter dated October 3, 2024, agreed to waive the 90-day notice requirement and accept title upon relinquishment by the State. See Attachment 1 for the relinquishment location.

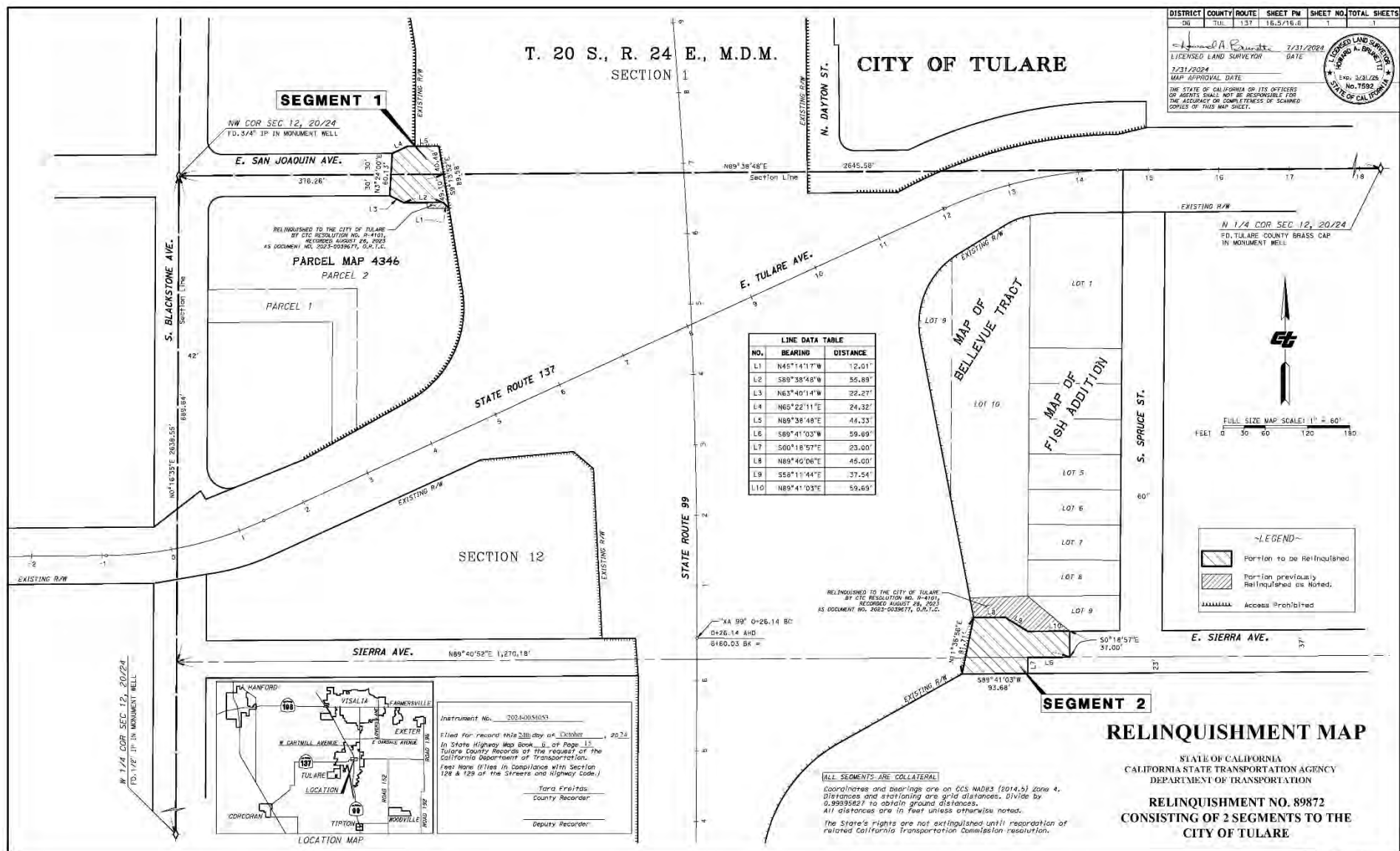
Resolution R-4115 – 08-SBd-215-PM 17.04/17.10

(Request No. 498-S) – 1 Segment

Relinquishes right of way, consisting of collateral facilities, in the city of San Bernardino (City) along SR 215 on Dement Street. The City, by Resolution No. 2024-150 dated July 3, 2024, agreed to waive the 90-day notice requirement and accept title upon relinquishment by the State. See Attachment 2A and 2B for the relinquishment location.

Attachments:

Attachments 1, 2A, and 2B – Relinquishment Location Maps



Conformed Copy

STATE OF CALIFORNIA
CALIFORNIA STATE TRANSPORTATION AGENCY
DEPARTMENT OF TRANSPORTATION
PROPOSED RELINQUISHMENT OF A
STATE ROUTE 215 COLLATERAL FACILITY
IN THE CITY OF SAN BERNARDINO,
COUNTY OF SAN BERNARDINO

DIST.	COUNTY	ROUTE	POST MILE	SHEET NO.	TOTAL SHEETS
08	SBD	215	17.04/17.10	2	2

SURVEYOR'S STATEMENT
I, THOMAS J. DATMAN, DO HEREBY STATE I AM A PROFESSIONAL LAND SURVEYOR EMPLOYED BY THE CALIFORNIA DEPARTMENT OF TRANSPORTATION AND THAT THE SURVEY AND THE STATE HIGHWAY RIGHT OF WAY SHOWN ON THIS MAP WAS MADE BY THE DEPT. OF SAID DEPARTMENT UNDER AUTHORITY AND THAT SUCH SURVEY IS ACCURATELY REPRESENTED ON THIS MAP

Tom J. Datman
PROFESSIONAL LAND SURVEYOR
10.14.24
DATE APPROVED

THOMAS J. DATMAN
Exp. 9-30-2028
No. 6833
STATE OF CALIFORNIA

APPROVAL RECOMMENDED BY
DISTRICT DIRECTOR
DIVISION OF RIGHT OF WAY
& LAND SURVEYS

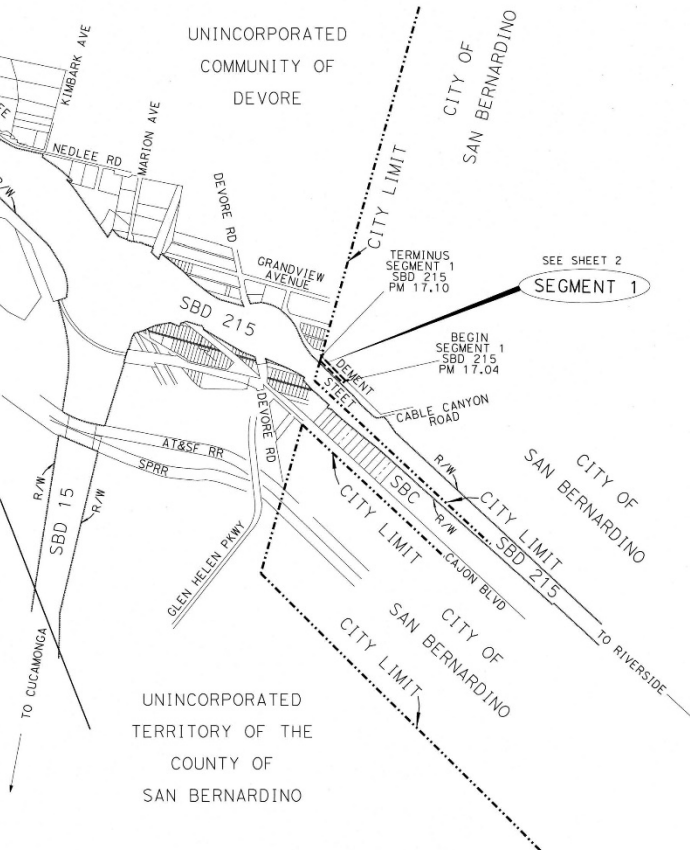


SAN BERNARDINO COUNTY RECORDER'S CERTIFICATE

THIS MAP HAS BEEN FILED UNDER DOCUMENT NUMBER 104-0246954
THIS 15th DAY OF October, 2024, AT 3:24 P.M. IN
BOOK 19 OF STATE HIGHWAY MAPS AT PAGE (S) 50-51, AT
THE REQUEST OF STATE OF CALIFORNIA, DEPARTMENT OF TRANSPORTATION
IN THE AMOUNT OF \$ 0.00.

CHRIS WILHITE
ASSESSOR-RECORDER
COUNTY OF SAN BERNARDINO
BY: *Chris Wilhite*
DEPUTY RECORDER

FREE RECORDING: THIS INSTRUMENT IS FOR THE BENEFIT OF THE STATE
OF CALIFORNIA AND IS ENTITLED TO BE RECORDED WITHOUT FEE
(GOVT. CODE 6103)



--- SEGMENT TO BE RELINQUISHED
--- CITY LIMITS
--- STATE R/W ACCESS PROHIBITED

COORDINATES AND BEARINGS ARE ON CGCS 1983 (2007) ZONE 5.
DISTANCES AND STATIONING ARE SHOWN IN GRID U.S. SURVEY
FEET. DIVIDE GRID DISTANCES BY THE COMBINATION FACTOR (CF)
TO OBTAIN GROUND DISTANCES. CF=0.9998700

STATE OF CALIFORNIA
CALIFORNIA STATE TRANSPORTATION AGENCY
DEPARTMENT OF TRANSPORTATION

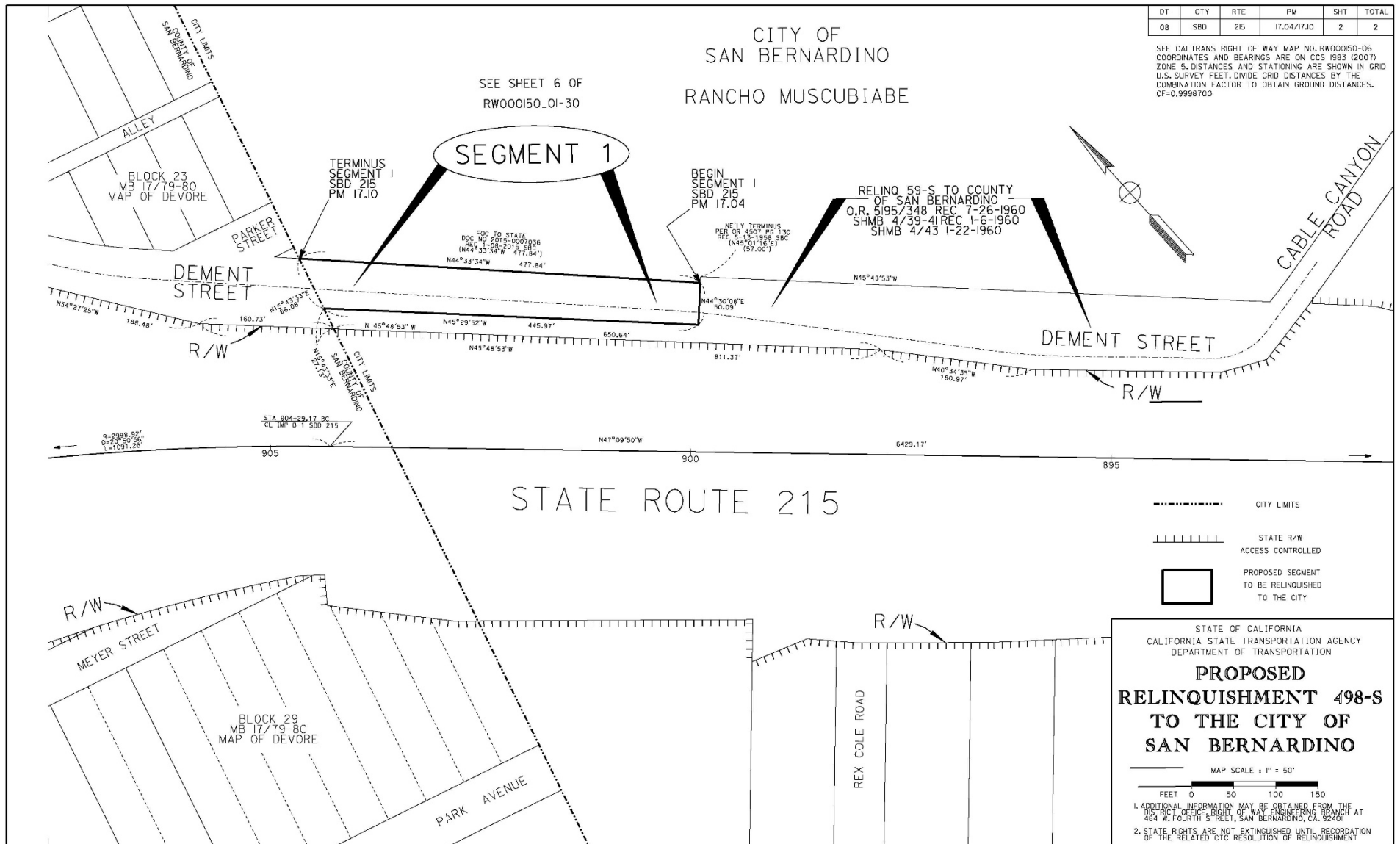
**INDEX MAP OF
PROPOSED
RELINQUISHMENT 498-S
TO THE CITY OF
SAN BERNARDINO**

MAP SCALE: 1" = 800'

FEET 0 800 1600 2400

1. ADDITIONAL INFORMATION MAY BE OBTAINED FROM THE
DISTRICT OFFICE, RIGHT OF WAY ENGINEERING BRANCH AT
464 W. FOURTH STREET, SAN BERNARDINO, CA, 92401

2. STATE RIGHTS ARE NOT EXTINGUISHED UNTIL RECORDATION
OF THE RELATED CTC RESOLUTION OF RELINQUISHMENT



MEMORANDUM

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 5-6, 2024

From: STEVEN KECK, Chief Financial Officer

Reference Number: 2.4b., Action Item

Prepared By: René Fletcher, Chief (Acting)
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-22481 through C-22511 as 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 of California (CCP). Moreover, for each of the proposed Resolutions, the property Owners are not contesting the following findings contained in Section 1245.230 of the CCP:

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.

“Provide a safe and reliable transportation network that serves all people and respects the environment.”

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 the Department's efforts to secure equitable settlements. In accordance with statutory requirements, each Owner has been advised that the Department is requesting a Resolution at this time. Adoption will assist the Department in the continuation of the orderly sequence of events required to meet construction schedules.

*"Provide a safe and reliable transportation network that
serves all people and respects the environment."*

C-22481 - Raymond Frank Christie a married man as his sole and separate property

01-Hum-101-Postmile (PM) 89.44 - Parcel 13394-1, 2 - EA 0K5109.

Right of Way Cert (RWC) Date: 01/15/25. Ready to List (RTL) Date: 02/01/25. Conventional highway - authorizes condemnation of land in fee for a State highway, and a Temporary Construction Easement (TCE) to construct a pedestrian pass and fencing. Amends Resolution No. C-22422, adopted June 27, 2024, authorized condemnation of land in fee for a State highway, a temporary easement for constructing a pedestrian pass and fencing. This Amendment adds references to Code of Civil Procedure Section 1240.510. Located in the city of Arcata at 6226 Wymore Road. Assessor's Parcel Numbers (APN's) 507-283-009 & 507-271-023.

The public interest and necessity require the proposed project.

The purpose of the project is to provide connectivity and increased safety for bicyclists and pedestrians using the local road systems paralleling U.S. Highway 101 (U.S. 101) between Arcata and McKinleyville. The project proposes to connect Heindon Road and Wymore Road by constructing a new pedestrian path that traverses under U.S. 101 at Boyd Draw.

There are several challenges that pedestrians and cyclists currently face if they wish to travel between Arcata and McKinleyville. Pedestrians and cyclists are prohibited from traveling on the U.S. 101 in this location, so they often travel along local frontage roads, either Heindon Road on the west side or Wymore Road on the east side. However, these frontage roads do not bridge the Mad River, which separates Arcata and McKinleyville. Instead, pedestrians and cyclists must use the separated pedestrian facility attached to the east side of the Mad River Bridge. This means that a pedestrian trying to cross the Mad River Bridge can only do so if they are on the east side of the U.S. 101. The closest U.S. 101 crossing that a pedestrian can use is Giuntoli Lane, which is about one mile south of the Mad River Bridge. A pedestrian or cyclist on the west side of U.S. 101 must travel up to one mile out-of-direction to cross U.S. 101 at Giuntoli Lane.

To avoid out-of-direction travel, some pedestrians and cyclists elect to illegally cross the U.S. 101 to access Mad River Bridge. There are no counts for illegal pedestrian crossings near the Mad River Bridge, nor counts of "near misses," but over the last 10 years, there have been two pedestrian fatalities between Giuntoli Lane and the Mad River Bridge.

This project aims to reduce the number of pedestrian-related collisions, promote equity for those who do not drive vehicles, and increase pedestrian connectivity and safety. This project proposes to accomplish these goals by constructing a pedestrian and cyclist path that connects Heindon and Wymore Roads closer to the Mad River Bridge. The path will cross underneath the U.S. 101 via the Boyd Draw Bridge, which is an existing overflow structure approximately 900 feet south of the Mad River Bridge. This crossing is 0.8 miles or 80 percent closer to the Mad River bridge than the existing Giuntoli Lane crossing. According to the Department's Proactive Safety Performance Calculator, this project is expected to prevent two fatal/serious injury pedestrian collisions over the next 20 years.

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

The Project Development Team (PDT), in compliance with the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA), prepared a Categorical Exemption (CE), analyzing the potential environmental impacts of the project. The document was approved on August 4, 2023.

The preferred alternative is to construct a 500-foot, two-lane pedestrian path that will serve as a connection between Heindon and Wymore Road. The path will cross underneath U.S. 101 via the Boyd Draw Bridge.

This alternative minimizes the length of the proposed path and minimizes the disturbance to and acquisition of private property. Private property exists between Heindon Road and U.S. 101 along the entirety of the traveled way between Giuntoli Lane and the proposed project location. However, Heindon Road is closest to the U.S. 101 at the proposed project location, meaning that any alternative location between the Mad River Bridge and Giuntoli Lane would require a longer pedestrian path and a larger acquisition of private lands.

This alternative also minimizes cost by using the Boyd Draw Bridge to serve as the crossing underneath U.S. 101. If another location were chosen between the Mad River Bridge and Giuntoli Lane, a new highway undercrossing or bridge would have to be constructed. According to the Department's Proactive Safety Performance Calculator, in the time it would take to build a new highway crossing, there is expected to be one fatal/serious injury pedestrian collision in the project location. In comparison, the proposed alternative has an estimated construction cost of \$400,000 and could be in use by the public within the next two years, provided the parcel in question is acquired.

The no-build alternative was considered, but not selected since it provides no improvement to pedestrian and cyclist connectivity and safety.

The property rights to be condemned are necessary for the proposed project.

The Owner's parcels are located along the west side of U.S. 101, approximately 900 feet south of the Mad River Bridge.

The parcel is located between the State's right of way at Boyd Draw Bridge and the County's right of way on Heindon Road. Since the pedestrian path proposes to connect Heindon and Wymore Road via Boyd Draw, acquisition of the sub-parcels between State and County right of way is necessary for the completion of this project.

This project requires 13,248 square feet in fee (Parcel 13394-1) and 41,376 square feet for a TCE (Parcel 13394-2) at this location.

The proposed acquisitions are needed to construct approximately 350 feet of 10-foot wide paved pedestrian path and fencing on the sub-parcel.

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An offer to purchase in accordance with Government Code Section 7267.2 has been made to the Owners of record.

A staff appraisal that established just compensation was approved by District 1 Right of Way management on January 16, 2024. On January 19, 2024, the First Written Offer (FWO) of just compensation was sent via certified mail to the address of the Owner. The Owner called the Agent on January 29, 2024, and expressed that he felt the appraisal was insufficient. Agent agreed to follow up to clarify his concern and the Agent tried to get a hold of the Owner multiple times without a response. A Resolution was adopted on June 27, 2024. It was later discovered that Code of Civil Procedure Section 1240.510 was not included in the adopted Resolution.

Condemnation has been initiated to amend the previously adopted RON and include Code of Civil Procedure Section 1240.510. This amendment is solely to add references to Code of Civil Procedure Section 1240.510 in that the property being acquired is for a compatible use. No other changes to the Parcel is required.

C-22482 - ROBERT BOWEN A MARRIED MAN AS HIS SOLE AND SEPARATE PROPERTY
01-Men-01-PM 0.73 – Parcel 13491-1 - EA 0C7209.

RWC Date: 09/16/25; RTL Date: 10/01/25. Conventional highway – The proposed project will build pedestrian sidewalks, Class II bicycle lanes, and a two-way left-turn lane. Authorizes condemnation of land for a TCE for a state highway to construct a curb ramp and widen the sidewalk. Located in the city of Gualala at 39331 South Highway 1, Gualala. APN 145-262-10.

The public interest and necessity require the proposed project.

State Route (SR) 1 through downtown Gualala currently does not have defined pathways for pedestrian or bicycle travel. The scenic and recreational characteristics of Gualala attract numerous pedestrians and bicyclists to the area. Driveways are not clearly defined and informal on-street parking on the shoulder is continuous, resulting in congested, unsafe situations. Parked vehicles reduce sight distance at driveways. Pedestrians and bicycles are forced into the lanes when vehicles are parked on the shoulder. This project would provide pedestrians with defined crosswalks with refuge islands to increase pedestrian safety. Bicycle lanes would be provided on both north and southbound (SB) lanes of traffic to increase bicyclist safety.

The purpose of the project is to improve traffic flow and create safe, comfortable facilities for pedestrian and bicycle travel through downtown Gualala. The project is also intended to improve Gualala's visual character by incorporating landscape and hardscape features into the project.

The project is needed to reduce conflicts between motorized and non-motorized users of the facilities, which are worsened by on-street parking and minimal access control. The shoulder areas, while unmarked, are routinely used for parallel parking throughout the downtown area. Bicyclist and pedestrian pathways are not well defined.

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

The PDT, in compliance with the CEQA and the NEPA, prepared an Initial Study with Negative Declaration, analyzing the potential environmental impacts of the project. The document was approved on November 20, 2023.

Five alternatives were evaluated for this project including the build and no-build alternatives.

The Draft Environmental Document (ED) was circulated to the public in 2019, and an Open House was held on July 25, 2019. The public sentiment was neutral for alternatives 1 and 2 with the majority of the concerns being the removal of the on-street parking. As a result of this, alternatives 1 and 2 were rejected. Based on the public comments, alternatives 3 and 4 were developed to accommodate on-street parking. A virtual public meeting was held to present the alternative four options to the public on January 14, 2021. However, in 2022, the State Coastal Commission indicated that they would not be able to support an amendment to the Local Coastal Plan to allow on-street parking unless there was a safety issue that could be identified; therefore, alternatives 3 and 4 have been rejected.

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The project was re-evaluated to be consistent with Gualala Town Plan. Alternative 5 was developed to include 6-foot sidewalks with landscaping buffer and 5-foot bike lanes in each direction of travel, a center turn lane with landscaped island, new crosswalks, and a left-turn pocket to Ocean Drive for SB traffic. The Department partnered with Gualala Municipal Council to host a special meeting for the public. It was conducted on May 18, 2023, at the Gualala Art Center to present Alternative 5. The Open House generated positive sentiment from community members favoring Alternative 5 to move the project forward. Additionally, 1,702 members from Save Gualala were happy to endorse the latest project plan.

It was determined that the no-build alternative would not meet the purpose and need of the project, and would not meet the Department's Director's Policy, Americans with Disabilities Act (ADA) requirements, or the community multi-modal transportation needs.

The property rights to be condemned are necessary for the proposed project.

The Owner's parcel is located along the east side of SR 1, in downtown Gualala between Church Street and Center Street. No sidewalks currently exist on or immediately adjacent to the parcel. The installation of the ADA-compliant sidewalk at this location requires the acquisition of additional right of way.

Parcel 13491-1 is 4,529 square feet in total; 923 square feet is required for a TCE. This TCE is necessary to provide space for the State's Contractor to construct an ADA-compliant curb ramp and conform a 6-foot-wide sidewalk. The project improvements at this location cannot be constructed and maintained without acquiring the proposed property.

An offer to purchase in accordance with Government Code Section 7267.2 has been made to the Owners of record.

A staff appraisal that established just compensation was approved by District 1 Right of Way management on June 20, 2024. On July 1, 2024, the FWO of just compensation was sent via certified mail to the address of the Owner. Negotiations are ongoing, but the Department and the Owner are currently at an impasse due to compensation issues.

Condemnation has been initiated to maintain the orderly sequence of events required to meet construction schedules.

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C-22483 - AUTOZONE DEVELOPMENT CORPORATION, A NEVADA CORPORATION
03-Gle-32-PM 0.03 - Parcel 38698-1 - EA 0J5009.

RWC Date: 07/07/25; RTL Date: 07/22/25. Conventional highway – Rehabilitate pavement and drainage systems, and upgrade facilities to ADA standards. Authorizes condemnation of a temporary easement to rehabilitate pavement and drainage systems, and upgrade facilities to ADA standards. Located in the city of Orland at 711 6th Street, Orland, CA 95963.
APN 040-184-005.

The public interest and necessity require the proposed project.

This segment of SR 32 accommodates moderately heavy traffic volumes commuting between Interstate 5 (I-5) and SR 99 and includes the cities of Orland, Hamilton, and Chico. The area is mostly agricultural, resulting in higher volumes of freight and agricultural equipment. This has resulted in deteriorating pavement conditions requiring exhaustive maintenance. In addition, there are inadequate pedestrian facilities to facilitate mobility options for pedestrians in downtown Orland.

The purpose of this project is to preserve the existing pavement structure, prevent further deterioration, and upgrade pedestrian facilities to current standards. Furthermore, the project will extend the life of various drainage systems by rehabilitating or replacing culverts in poor condition.

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

The District prepared an Environmental Assessment in compliance with the CEQA and the NEPA, analyzing the potential environmental impacts of the project and required mitigations. A CEQA CE and a NEPA CE document was approved on June 29, 2023.

The PDT analyzed two alternatives with considerations for environmental implications, constructability challenges, impacts to the traveling public, and overall safety.

Alternative 1 evaluated rehabilitating the existing pavement along this segment of SR 32, reconstructing multiple curb ramps in downtown Orland, and repairing drainage systems in poor condition within the project limits.

Alternative 2, the no-build alternative, was not a viable option since existing conditions do not satisfy the project's purpose and the need to improve safety, mobility, and connectivity.

After analysis of the alternatives, the PDT concluded that Alternative 1 best met the project goals, provided the greatest benefit, and would have no significant environmental impacts.

The property rights to be condemned are necessary for the proposed project.

The Owner's parcel is located on the southeast (SE) corner of SR 32 and 6th Street intersection. Construction of new sidewalk requires the acquisition of a TCE.

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The subject property is 38,768 square feet. Parcel 38698-1 is a 227 square foot TCE. Currently, there is a gap on the existing sidewalk at the track crossing of the California Northern Railroad West Valley Subdivision with SR 32. Parcel 38698-1 is necessary to allow the contractor space to construct a portion of the sidewalk to close this gap. The construction of an ADA-compliant sidewalk will improve pedestrian safety and accessibility across the tracks.

These project improvements cannot be constructed without acquiring the TCE.

An offer to purchase in accordance with Government Code Section 7267.2 has been made to the Owners of record.

A staff appraisal that established just compensation was approved by District 3 Right of Way management on June 4, 2024. On June 27, 2024, the FWO of just compensation was sent via certified mail and first-class mail to the address of the Owner's Attorney (OA). OA has not contacted Agent since initially stating he was the one assigned to our case. OA has not responded to emails or phone calls. Negotiations are ongoing, but the Department and the Owner are currently at an impasse due to compensation issues.

Condemnation has been initiated to maintain the orderly sequence of events required to meet construction schedules

C-22484 - DIAMOND K, LLC

03-Gle-162-PM 65.27 - Parcel 38734-1 - EA 0J5109.

RWC Date: 06/09/25; RTL Date: 06/24/25. Conventional highway – Rehabilitate pavement and drainage systems, upgrade curb ramps to ADA standards, update traffic signal preemption at railroad crossings, and upgrade signs and Transportation Management System (TMS) elements. Authorizes condemnation of an easement for drainage purposes. Located at SH 162 and Airport Road in the city of Willows. APN 017-210-038

The public interest and necessity require the proposed project.

SR 162 serves as a main street through the city of Willows. SR 162 spans 78 miles across Glenn and Butte counties, connecting west to east between I-5 and SR 45, 70, and 99.

The Pavement Condition Summary Report revealed Alligator B Cracking is expected to increase from 3.61 percent to 14.02 percent and the International Roughness Index will increase from 172 to 188 by 2025. Fifty-three curb ramps have been found to be non-compliant with ADA standards. The intersection of SR 162 and Airport Road has a history of flooding during heavy rain events causing erosion on both sides of SR 162. The roadway has been closed to traffic due to flooding and access suspended to the businesses in this area. Additionally, several roadside signs and three traffic monitoring stations have been identified as requiring replacement.

The project proposes to improve existing pavement conditions and prevent further deterioration of SR 162, upgrade drainage systems to reduce the risk of flooding at PM 65.4, provide standard ADA curb ramps, and replace aging sign panels and TMS elements within the project limits.

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

The Initial Environmental Study determined that this project would have no significant impacts on the environment. Environmental permits are not required. A CEQA CE and a NEPA CE document was approved on December 22, 2023.

Two alternatives were studied including the build and no-build alternative. The build alternative includes cold plane and overlay Hot Mix Asphalt on SR 162 within the project limits, construction of ADA-compliant curb ramps, replacement of the signals at three intersections and construction of a drainage system. The PDT analyzed the alternatives to minimize impact to the environment, reduce constructability issues, and provide the safest facility to the greatest reasonable extent. It was determined that the no-build alternative would not meet the project purpose and need and would not meet ADA requirements for curb ramps. Flooding issues would persist, and the roadway would continue to deteriorate which would negatively impact the City of Willows.

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The property rights to be condemned are necessary for the proposed project.

The Owner's parcel is located on the northwest (NW) corner of SR 162 and Airport Road. The parcel is unimproved with no existing curb ramps, sidewalks or drainage improvements.

The total area of the subject property is approximately 47.94 acres or 2,088,266 square feet. Parcel 38734-1 is 2,587 square feet drainage easement that is needed to provide an area to construct and maintain the drainage system which is a key element of the new drainage system designed to reduce flooding at this location. The drainage system cannot be constructed and maintained without acquiring the drainage easement.

An offer to purchase in accordance with Government Code Section 7267.2 has been made to the Owners of record.

A staff appraisal that established just compensation was approved by District 3 Right of Way management on July 16, 2024. On July 16, 2024, the FWO of just compensation was sent via certified mail and first-class mail to the address of the Owner of record. On July 18, 2024, Agent received confirmation of FWO delivery to the Owner's residential address. Negotiations are ongoing, but the Department and the Owner are currently at an impasse due to compensation issues.

Condemnation has been initiated to maintain the orderly sequence of events required to meet construction schedules.

C-22485 - CELTIC THISTLE REAL ESTATE INVESTMENTS, LLC, A DELAWARE LIMITED LIABILITY COMPANY

03-Nev-49-PM 11.2 - Parcel 37616-3 - EA 3H5109.

RWC Date: 04/17/25; RTL Date: 05/05/25. Conventional highway – construct a two-way left-turn lane, right-turn lanes, 10-foot shoulders, and a northbound (NB) slow-moving truck lane. Authorizes condemnation of a TCE for highway construction. Located near the unincorporated area of Grass Valley at 13956 Golden Star Road. APN 023-060-029.

The public interest and necessity require the proposed project.

The Department proposes to improve safety, operations, and increase mobility on SR 49 in Nevada County. The project is between PM 10.8 and R13.3, which spans from north of the SR 49/La Barr Meadows Road intersection to south of the SR 49/McKnight Way interchange. The proposed project stems from safety and operations evaluations and corresponds to the scope of Phase 1 of the parent project 4E170.

The project proposes to create safe refuge spaces for left-turn movements through “Two-Way Left-Turn Lanes.” It will also provide right-turn lanes at three locations for safe deceleration. Additionally, the project includes a NB truck climbing lane to address speed differences between vehicles and adds a 10-foot shoulder to enhance overall travel safety. Due to the extensive earthwork and profile differential from existing ground, the project proposes a new frontage road that will improve public safety by connecting existing driveways along SR 49 and eliminate uncontrolled access.

The project is designed to enhance public safety for vehicular traffic, pedestrians, and cyclists on SR 49. Furthermore, the project will improve safety and mobility by providing adequate space for bicycles, law enforcement activities, local services (such as buses, mail, and refuse services), and maintenance operations.

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

In November 2021, the Department prepared the Nevada 49 Corridor Improvement Project Final Environmental Impact Report (PFEIR)/EA with Finding of No Significant Impact (FONSI) that contained the components of this project. A CEQA Exemption/NEPA Exclusion Determination (ED) was completed on March 23, 2023, for this project. The project sponsor is the Nevada County Transportation Commission who has been involved in all stages of planning and project development including public meetings. Public comments were taken into consideration in the design and responses were provided.

The only alternative to the preferred alternative is a no-build alternative, which would not meet the purpose and needs of the project. No safety improvements would be added to reduce the collision rate. Leaving the area in its existing condition would negatively impact the community and traveling public. Non-standard design features were included to match the existing fill and cut slopes due to the existing terrain. As a result of using nonstandard design features, this minimizes the acquisition to this parcel.

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The property rights to be condemned are necessary for the proposed project.

The Owner's parcel is located along the west side of SR 49 at the intersection of Lode Line Way and SR 49. The total area of the subject property is 19.58 acres or 852,904 square feet. Parcel 37616-3 is a 7,068 square foot TCE which will provide an area for construction vehicles and equipment to conform Lode Line Way to the frontage road. Therefore, the acquisition of a TCE is required at this location.

An offer to purchase in accordance with Government Code Section 7267.2 has been made to the Owners of record.

District 3 Right of Way staff completed an appraisal which was approved on July 1, 2024. On July 18, 2024, the FWO was delivered by certified mail. Negotiations have been conducted through the Department's Legal Division and the OA, but negotiations are at an impasse. The Department will continue to work with the OA towards a settlement.

Condemnation has been initiated to maintain the orderly sequence of events required to meet construction schedules.

C-22486 – OUTFRONT Media, LLC

03-Nev-49-PM 11.65 – Parcel 37625-A – EA 3H5109.

RWC Date: 04/17/25; RTL Date: 05/05/25. Conventional highway – construct a two-way left-turn lane, right-turn lanes, 10-foot shoulders, and a NB slow-moving truck lane. Authorizes condemnation of removal of an outdoor advertising (ODA) structure. Located near the unincorporated area of Grass Valley at 13364 State Highway 49. APN 023-070-46.

The public interest and necessity require the proposed project.

The Department proposes to improve safety, operations, and increase mobility on SR 49 in Nevada County. The project is between PM 10.8 and R13.3, which spans from north of the SR 49/La Barr Meadows Road intersection to south of the SR 49/McKnight Way interchange. The proposed project stems from safety and operations evaluations and corresponds to the scope of Phase 1 of the parent project 4E170.

The project proposes to create safe refuge spaces for left-turn movements through "Two-Way Left-Turn Lanes." It will also provide right-turn lanes at three locations for safe deceleration. Additionally, the project includes a NB truck climbing lane to address speed differences between vehicles and adds a 10-foot shoulder to enhance overall travel safety. Due to the extensive earthwork and profile differential from existing ground, the project proposes a new frontage road that will improve public safety by connecting existing driveways along SR 49 and eliminate uncontrolled access.

The project is designed to enhance public safety for vehicular traffic, pedestrians, and cyclists on SR 49. Furthermore, the project will improve safety and mobility by providing adequate space for bicycles, law enforcement activities, local services (such as buses, mail, and refuse services), and maintenance operations.

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

In November 2021, the Department prepared the Nevada 49 Corridor Improvement PFEIR/EA with FONSI that contained the components of this project. A CEQA Exemption/NEPA ED was completed on March 23, 2023, for this project. The project sponsor is the Nevada County Transportation Commission who has been involved in all stages of planning and project development including public meetings. Public comments were taken into consideration in the design and responses were provided.

The only alternative to the preferred alternative is a no-build alternative, which would not meet the purpose and need of the project. No safety improvements would be added to reduce the collision rate. Leaving the area in its existing condition would negatively impact the community and traveling public. Non-standard design features were included to match the existing fill and cut slopes due to the existing terrain. As a result of using nonstandard design features, this minimizes the acquisition of parcels on this project.

The property rights to be condemned are necessary for the proposed project.

The subject parcel is located along the west side of SR 49 and south of Wellswood Way. The increase in width of SR 49, from 2 lanes and minimal shoulder to 4 lanes, a two-way left turn

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lane, standard shoulders, and a frontage road to provide driveway access to and from SR 49 along the property will require significant grading to conform to existing ground.

Parcel 37625-A is an ODA structure. Removal of the ODA structure is necessary to allow for the construction of a frontage road, grading, and drainage ditch.

An offer to purchase in accordance with Government Code Section 7267.2 has been made to the Owners of record.

A staff appraisal that established just compensation was approved by District 3 Right of Way management on June 18, 2024. On June 27, 2024, the FWO of just compensation was sent via email. Agent was informed on August 26, 2024, by OA, negotiations are stalled until eminent domain action is filed. The Department and the Owner are currently at an impasse due to compensation issues.

Condemnation has been initiated to maintain the orderly sequence of events required to meet construction schedules.

C-22487 - ELTON GLENN WARD, A SINGLE MAN

03-Nev-49-PM 12.9 - Parcel 37643-1, 2 - EA 3H5109.

RWC Date: 04/17/25; RTL Date: 05/05/25. Conventional highway – construct a two-way left-turn lane, right-turn lanes, 10-foot shoulders, and a NB slow-moving truck lane. Authorizes condemnation of land in fee for a State highway, and a TCE for highway construction. Located in the city of Grass Valley at 10044 Crestview Drive. APN 022-180-051.

The public interest and necessity require the proposed project.

The Department proposes to improve safety, operations, and increase mobility on SR 49 in Nevada County. The project is between PM 10.8 and R13.3, which spans from north of the SR 49/La Barr Meadows Road Intersection to south of the SR 49/McKnight Way interchange. The proposed project stems from Safety and operations evaluations and corresponds to the scope of Phase 1 of the parent project 4E170.

The project proposes to create safe refuge spaces for left-turn movements through "Two-Way Left-Turn Lanes." It will also provide right-turn lanes at three locations for safe deceleration. Additionally, the project includes a NB truck climbing lane to address speed differences between vehicles and adds a 10-foot shoulder to enhance overall travel safety. Due to the extensive earthwork and profile differential from existing ground, the project proposes a new frontage road that will improve public safety by connecting existing driveways along SR 49 and eliminate uncontrolled access.

The project is designed to enhance public safety for vehicular traffic, pedestrians, and cyclists on SR 49. Furthermore, the project will improve safety and mobility by providing adequate space for bicycles, law enforcement activities, local services (such as buses, mail, and refuse services), and maintenance operations.

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

In November 2021, the Department prepared the Nevada 49 Corridor Improvement PFEIR/EA with FONSI that contained the components of this project. A CEQA Exemption/NEPA ED was completed on March 23, 2023, for this project. The project sponsor is the Nevada County Transportation Commission who has been involved in all stages of planning and project development including public meetings. Public comments were taken into consideration in the design and responses were provided.

The only alternative to the preferred alternative is a no-build alternative, which would not meet the purpose and need of the project. No safety improvements would be added to reduce the collision rate. Leaving the area in its existing condition would negatively impact the community and traveling public. Non-standard design features were included to match the existing fill and cut slopes due to the existing terrain. As a result of using nonstandard design features, this minimizes the acquisition of parcels on this project.

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The property rights to be condemned are necessary for the proposed project.

The Owner's parcel is located along the west side of SR 49 and the north side of Crestview Drive. The total area of the subject property is 3.60 acres or 156,816 square feet. Parcel 37643-1 is a 29,008 square foot fee acquisition which is needed to increase SR 49 from 2 lanes, and minimal shoulder to 4 lanes, a two-way left-turn lane, and standard shoulders. Significant grading is required at this parcel for a right-turn pocket and deceleration lane, drainage ditches and culverts, and utility pole relocations. Parcel 37643-2 is 9,473 square feet TCE needed to provide space for the State's contractor to construct the improvements and conform the driveway.

An offer to purchase in accordance with Government Code Section 7267.2 has been made to the Owners of record.

A staff appraisal that established just compensation was approved by District 3 Right of Way management on July 9, 2024. On August 29, 2024, the FWO of just compensation was sent via e-mail and certified mail. The Owner is currently incarcerated and the communication timeline to commence negotiation is unknown.

Condemnation has been initiated to maintain the orderly sequence of events required to meet construction schedules.

C-22488 - DAVID A. WELLS AND NANCY LYNN WELLS AS TRUSTEES OF THE DAVID AND NANCY WELLS 2007 TRUST DATED JULY 12, 2007

03-Nev-49-PM 11.20 - Parcel 37651-1, 2 - EA 3H5109.

RWC Date: 04/17/25; RTL Date: 05/05/25. Conventional highway – construct a two-way left-turn lane, right-turn lanes, 10-foot shoulders, and a NB slow-moving truck lane. Authorizes condemnation of land in fee and TCE for a State highway. Located in the city of Grass Valley at 13899 State Highway 49, Grass Valley. APN 023-320-01.

The public interest and necessity require the proposed project.

The Department proposes to improve safety, operations, and increase mobility on SR 49 in Nevada County. The project is between PM 10.8 and R13.3, which spans from north of the SR 49/La Barr Meadows Road Intersection to south of the SR 49/McKnight Way Interchange. The proposed project stems from Safety and Operations evaluations and corresponds to the scope of Phase 1 of the parent project 4E170.

The project proposes to create safe refuge spaces for left-turn movements through Two-Way Left-Turn Lanes. It will also provide right-turn lanes at three locations for safe deceleration. Additionally, the project includes a NB truck climbing lane to address speed differences between vehicles and adds a 10-foot shoulder to enhance overall travel safety. Due to the extensive earthwork and profile differential from existing ground, the project proposes a new frontage road that will improve public safety by connecting existing driveways along SR 49 and eliminate uncontrolled access.

The project is designed to enhance public safety for vehicular traffic, pedestrians, and cyclists on SR 49. Furthermore, the project will improve safety and mobility by providing adequate space for bicycles, law enforcement activities, local services (such as buses, mail, and refuse services), and maintenance operations.

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

In November 2021, the Department prepared the Nevada 49 Corridor Improvement PFEIR/EA with FONSI that contained the components of this project. A CEQA Exemption/NEPA ED was completed on March 23, 2023, for this project. The project sponsor is the Nevada County Transportation Commission who has been involved in all stages of planning and project development including public meetings. Public comments were taken into consideration in the design and responses were provided.

The only alternative to the preferred alternative is a no-build alternative, which would not meet the purpose and need of the project. No safety improvements would be added to reduce the collision rate. Leaving the area in its existing condition would negatively impact the community and traveling public. Non-standard design features were included to match the existing fill and cut slopes due to the existing terrain. As a result of using nonstandard design features, this minimizes the acquisition of parcels on this project.

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The property rights to be condemned are necessary for the proposed project.

The Owner's parcel is located along the east side of SR 49 across from Lode Line Way. The total area of the subject property is 2.43 acres or 105,850 square feet, parcel 37651-1 requires 10,435 square feet of fee. Along this parcel, SR 49 is increasing from 2 lanes and minimal shoulder to 4 lanes, a two-way left turn lane, and standard shoulders. This parcel is needed to allow for the construction of said roadway improvements, including proposed drainage improvements. Parcel 37651-2 is a 2,474 square feet TCE that is needed to allow the State's Contractor to conform the driveway.

An offer to purchase in accordance with Government Code Section 7267.2 has been made to the Owners of record.

A staff appraisal that established just compensation was approved by District 3 Right of Way management on July 3, 2024. On August 3, 2024, the FWO of just compensation was sent via first-class mail and certified mail. On October 2, 2024, the Agent spoke with the Owners about their questions to Design. The Agent emailed a Design Exhibit to the Owners showing the proposed Right of Way lines and a new driveway proposal. The Agent continues to work with the Owners toward a settlement.

Condemnation has been initiated to maintain the orderly sequence of events required to meet construction schedules.

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C-22489 - MARK JAMES LEE AND MICHELLE LEE, TRUSTEES OF THE LEE FAMILY 2004 REVOCABLE TRUST, DATED DECEMBER 8, 2004

03-Nev-49-PM 11.7/11.9 - Parcel 37662-1, 3, 4 - EA 3H5109.

RWC Date: 04/17/25; RTL Date: 05/05/25. Conventional highway – construct a two-way left-turn lane, right-turn lanes, 10-foot shoulders, and a NB slow-moving truck lane. Authorizes condemnation of land in fee for a State highway, and two TCEs needed to conform driveways. Located in the city of Grass Valley at 13317 State Highway 49. APN 022-270-052.

The public interest and necessity require the proposed project.

The Department proposes to improve safety, operations, and increase mobility on SR 49 in Nevada County. The project is between PM 10.8 and R13.3, which spans from north of the SR 49/La Barr Meadows Road intersection to south of the SR 49/McKnight Way interchange. The proposed project stems from safety and operations evaluations and corresponds to the scope of Phase 1 of the parent project 4E170.

The project proposes to create safe refuge spaces for left-turn movements through "Two-Way Left-Turn Lanes." It will also provide right-turn lanes at three locations for safe deceleration. Additionally, the project includes a NB truck climbing lane to address speed differences between vehicles and adds a 10-foot shoulder to enhance overall travel safety. Due to the extensive earthwork and profile differential from existing ground, the project proposes a new frontage road that will improve public safety by connecting existing driveways along SR 49 and eliminate uncontrolled access.

The project is designed to enhance public safety for vehicular traffic, pedestrians, and cyclists on SR 49. Furthermore, the project will improve safety and mobility by providing adequate space for bicycles, law enforcement activities, local services (such as buses, mail, and refuse services), and maintenance operations.

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

In November 2021, the Department prepared the Nevada 49 Corridor Improvement PFEIR/EA with FONSI that contained the components of this project. A CEQA Exemption/NEPA ED was completed on March 23, 2023, for this project. The project sponsor is the Nevada County Transportation Commission who has been involved in all stages of planning and project development including public meetings. Public comments were taken into consideration in the design and responses were provided.

The only alternative to the preferred alternative is a no-build alternative and would not meet the purpose and need of the project. No safety improvements would be added to reduce the collision rate. Leaving the area in its existing condition would negatively impact the community and traveling public. Non-standard design features were included to match the existing fill and cut slopes due to the existing terrain. As a result of using nonstandard design features, this minimizes the acquisition of parcels on this project.

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The property rights to be condemned are necessary for the proposed project.

The Owner's parcel is located along the east side of SR 49 and across from Bethel Church Way. At this location, SR 49 is increasing from two lanes and minimal shoulder to four lanes, a two-way left turn lane, and standard shoulders. The subject property is 321,472 square feet. Parcel 37662-1 is 27,889 square feet TCE that is needed for the State's contractor to conform the driveway. Parcel 37662-3 is 4,174 square foot TCE that is also needed for the State's contractor to conform the driveway. Parcel 37662-4 is a 10,152 square feet fee acquisition that is needed to allow for the construction of said improvements, including proposed roadway and drainage improvements.

An offer to purchase in accordance with Government Code Section 7267.2 has been made to the Owners of record.

A staff appraisal that established just compensation for TCEs was approved by District 3 Right of Way management on February 12, 2024. A revised appraisal was completed and approved on July 25, 2024, to include the fee area. On August 30, 2024, the FWO was delivered to the Owners. The Agent continues to work with Owners toward a settlement.

Condemnation has been initiated to maintain the orderly sequence of events required to meet construction schedules.

C-22490 - LISA DEPUE, AN UNMARRIED WOMAN AS HER SOLE AND SEPARATE PROPERTY

03-Nev-49-PM 11.2- Parcel 37619-1, 2, 3, 4 - EA 3H5109.

RWC Date: 04/17/25; RTL Date: 05/05/25. Conventional highway – construct a two-way left-turn lane, right-turn lanes, 10-foot shoulders, and a NB slow-moving truck lane. Authorizes condemnation of two utility easements to be conveyed to AT&T, and two TCEs to provide space for highway construction. Located in the unincorporated area of Grass Valley at 13808 State Highway 49. APN 023-050-029

The public interest and necessity require the proposed project.

The Department proposes to improve safety, operations, and increase mobility on SR 49 in Nevada County. The project is between PM 10.8 and R13.3, which spans from north of the SR 49/La Barr Meadows Road intersection to south of the SR 49/McKnight Way interchange. The proposed project stems from safety and operations evaluations and corresponds to the scope of Phase 1 of the parent project 4E170.

The project proposes to create safe refuge spaces for left-turn movements through "Two-Way Left-Turn Lanes." It will also provide right-turn lanes at three locations for safe deceleration. Additionally, the project includes a NB truck climbing lane to address speed differences between vehicles and adds a 10-foot shoulder to enhance overall travel safety. Due to the extensive earthwork and profile differential from existing ground, the project proposes a new frontage road that will improve public safety by connecting existing driveways along SR 49 and eliminate uncontrolled access.

The project is designed to enhance public safety for vehicular traffic, pedestrians, and cyclists on SR 49. Furthermore, the project will improve safety and mobility by providing adequate space for bicycles, law enforcement activities, local services (such as buses, mail, and refuse services), and maintenance operations.

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

In November 2021, the Department prepared the Nevada 49 Corridor Improvement PFEIR/EA with FONSI that contained the components of this project. A CEQA Exemption/NEPA ED was completed on March 23, 2023, for this project. The project sponsor is the Nevada County Transportation Commission who has been involved in all stages of planning and project development including public meetings. Public comments were taken into consideration in the design and responses were provided.

The only alternative to the preferred alternative is a no-build alternative, which would not meet the purpose and need of the project. No safety improvements would be added to reduce the collision rate. Leaving the area in its existing condition would negatively impact the community and traveling public. Non-standard design features were included to match the existing fill and cut slopes due to the existing terrain. As a result of using nonstandard design features, this minimizes the acquisition of parcels on this project.

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The property rights to be condemned are necessary for the proposed project.

The Owner's parcel is located along the west side of SR 49 approximately 200 feet north of Lode Line Way. The increased width of SR 49, from 2 lanes and minimal shoulder to 4 lanes, a two-way left turn lane, standard shoulders, and a frontage road to provide driveway access to and from SR 49 along the property will require significant grading to conform to existing ground. The total area of the subject property is 7.38 acres or 321,472 square feet. Parcel 37619-1 is a 5,901 square feet TCE which will allow space for the State's contractor to perform grading. Parcel 37619-2 is a 2,345 square feet TCE which will provide space for construction vehicles and equipment to construct the Young America Mine Road conform to the Frontage Road. Parcels 37619-3 (200 square feet utility easement) and 37619-4 (100 square feet utility easement) are required for the minimum clearance and installation of a guy wire on each relocated utility pole.

An offer to purchase in accordance with Government Code Section 7267.2 has been made to the Owners of record.

A staff appraisal that established just compensation was approved by District 3 Right of Way management on December 31, 2023. A revised appraisal was completed and approved on July 9, 2024. On August 8, 2024, the FWO was delivered by personal delivery. Negotiations are ongoing, but the Department and the Owner are currently at an impasse due to compensation issues.

Condemnation has been initiated to maintain the orderly sequence of events required to meet construction schedules.

C-22491 - Realty Income Properties 2, LLC - a Delaware Limited Liability Company

04-Nap-29-PM 33.1 - Parcel 64605-1, 2, 3 - EA 4J9909.

RWC Date: 12/09/24; RTL Date: 12/09/24. Conventional highway – bridge replacement project. Authorizes condemnation of a temporary easement for highway construction purposes. Located near the city of Calistoga at 3690 Saint Helena Highway.

APNs 022-010-003, 022-010-029, 022-033-007, 022-033-008.

The public interest and necessity require the proposed project.

This project proposes to remove fish passage barriers at the SR 29 Ritchie Creek crossing to achieve Total Maximum Daily Loads (TMDLs) compliance unit credits in addressing requirements of the Department's Statewide National Pollution Discharge Elimination System (NPDES) Permit.

The Department is required to comply with the Department's Statewide NPDES Conformed Permit (Order No. 2012-0011-DWQ) to achieve compliance units annually. In the project vicinity, sediments to Napa River and Sonoma Creek are considered approved TMDLs by the State Water Board. Generally, a compliance unit is equivalent to one acre of the Department's right of way within a TMDL watershed, from which the runoff is retained treated or otherwise controlled prior to discharge to relevant reach.

As a part of this project, the Department has also been partnering with the California Department of Parks and Recreation (State Parks) and Napa County Resource Conservation District to provide funding for the removal of additional fish barriers further upstream on Ritchie Creek within Bothe-Napa State Park. To properly address the need to improve fish passageway in Ritchie Creek at SR 29 and to extend TMDL compliance unit credits, the Department has provided funding to State Parks as part of this stormwater mitigation project for the implementation of upstream fish barriers removal through a cooperative agreement.

The project is needed to improve fish migration by removing two fish passage barriers over Ritchie Creek at SR 29. The existing bridge and its downstream concrete apron are classified as depth and jump barriers to adult and juvenile salmonids. The structure over Ritchie Creek is a modified stone-arched culvert built in the 1900s and later expanded in the 1940s. The existing culvert and downstream concrete apron are classified as depth and jump barriers to adult and juvenile salmonids during low flows. During low flows, the water depth within Ritchie Creek can become impassable. The depth barrier within the culvert is due to the smooth, wide, and flat surface crossing; the jump barrier is caused by erosion and scouring activities over time at the concrete apron just downstream of the bridge crossing.

The Department's NPDES Statewide Storm Water Permit regulates stormwater discharges into sediment-impaired surface waters subject to Napa River and Sonoma Creek sediment TMDLs. The Department will be granted 1 compliance unit for every 1 acre of treated area within the Department's Right of Way as outlined in the NPDES permit.

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

The Department needs to achieve 1,650 compliance units to meet the NPDES Permit annual requirements, mandates, and other stormwater legal obligations/regulatory requirements.

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Ritchie Creek at SR 29 drains approximately 1,600 acres of land upstream in Bothe-Napa State Park and the highway bridge culvert presently poses a barrier to fish passageway. This project will improve fish migration (as beneficial use defined by the State Water Board) in Ritchie Creek at SR 29.

The build alternative requires this property to implement fish passage remediation and the detour bridge. The existing bridge will continue to be used to carry traffic during the installation of the temporary detour bridge. Traffic will be diverted to the two-lane temporary steel modular bridge while the existing bridge is removed, and the new bridge is constructed. Replacement of the existing bridge will allow for the creek to be regraded and roughened to improve conditions for fish. Two other alternatives were considered but were ultimately rejected. To minimize the acquisitions for the project, the preferred build alternative was chosen as it would not impact cultural resources, increase traffic through Bothe-Napa Valley State Park, or cause long traffic delays.

The property rights to be condemned are necessary for the proposed project.

The subject property is located in the city of Calistoga at 3690 Saint Helena Highway, north of SR 29. The property consists of 102.56 acres. Parcel 64605-1 is a 30,790 square feet TCE abutting SR 29 for construction and placement of the temporary detour bridge to serve the traveling public during construction. Parcel 64605-2 is a 20,641 square feet TCE for monitoring and maintenance of replanted trees and creek improvement. Parcel 64605-3 is a 21,900 square feet TCE needed for monitoring and maintenance of the creek improvements.

An offer to purchase in accordance with Government Code Section 7267.2 has been made to the Owners of record.

A staff appraisal was approved by district management on July 20, 2023. The FWO was sent via email on September 14, 2023, per representatives' request. The representatives had questions regarding the contract and project improvements. A Memorandum of Adjustment (MOA) was issued on October 4, 2024, to acknowledge a change in schedule. A Confirmation of Market Value was provided by District 4 Appraisals on October 4, 2024. The Agent will continue to work toward an amicable settlement with the Owner.

Condemnation has been initiated to maintain the orderly sequence of events required to meet construction schedules.

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C-22492 – Marks-McCormack Associates LTD., a California Limited Partnership

04-Sol-12-PM 24.4-25.0 – Parcel 64335-1, EA 0J6329.

RWC Date: 03/03/25; RTL Date: 03/14/25. Conventional highway – roadway rehabilitation.

Authorizes condemnation of fee area required to satisfy the minimum required clearance for pavement rehabilitation. Located in the city of Rio Vista at 8199 State Highway 12.

APN: 0176-010-620.

The public interest and necessity require the proposed project.

The Department developed a Project Report dated November 22, 2019, for SR 12 rehabilitation projects (Segment 1, 2, and 3) spanning from Currie Road intersection to Azevedo Road intersection and from Summerset Road intersection to County Line (PM 20.57 to 26.41). A supplemental project report, focused on the work for Segment 2 (PM 23.7 to PM 25.5) was prepared on January 23, 2024.

The Department proposes to rehabilitate the existing two-lane conventional highway. This work consists of upgrading nonstandard travel lanes and shoulders to standard width in each direction, profile grade upgrades to address nonstandard vertical sight distances, new drainage systems, guardrails, and intersection improvements at the Church Road/SR 12 intersection. The purpose of the project is to improve ride quality and highway safety.

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

The proposed project complies with current highway standards and is compatible with the greatest public good and least private injury. Currently, within the project limits, the SR 12 does not have standard-width travel lanes, shoulders, or vertical sight distances. It also lacks turning lanes at the Church Road intersection. The rehabilitation work would reduce congestion, improve safety, and improve traffic flow along the corridor and at the intersection within the project limit.

The Department approved an Initial Study with proposed Mitigated Negative Declaration/Environmental Assessment (IS/MND/EA) per CEQA and NEPA on June 25, 2021. The Department determined that the project, with the incorporation of mitigation measures, would not have a significant effect on the environment.

To minimize the right of way impact, the existing highway alignment will be shifted toward the EB side between PM 24 and PM 25, then realigned at each end to conform with the existing alignment.

The property rights to be condemned are necessary for the proposed project.

The Owner's property is located at 8199 State Highway 12 at the NW corner of Church Road/SR 12 intersection. The subject property measures 22.8510 acres according to the Department's appraisal maps. Parcel 64335-1 consists of 1.6245 acres in fee.

Acquisition of the fee parcel is necessary for the widening of SR 12, widening for turning lane upgrades at Church Road/SR 12 intersection, installation of drainage swales needed to handle

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the roadway water runoff, and clearance widths between side slope catchpoints to state right of way.

An offer to purchase in accordance with Government Code Section 7267.2 has been made to the Owners of record.

A staff appraisal was approved by district management on November 15, 2022. Due to design changes, a revised staff appraisal that established just compensation was approved on May 21, 2024, to value the required fee area. The appraisal went through a thorough review and approval process, and the District reconfirmed on September 3, 2024, that the appraised value is the Fair Market Value (FMV) for the property rights being acquired.

Negotiations with the Owner started on September 14, 2023, after the first appraisal was completed. Shortly thereafter, design changes were made to the fee area which halted negotiations. On June 14, 2024, the revised FWO was sent to the Owner. The Owner's representative notified the Agent of their decision to obtain an independent appraisal report. The Owner's representative also stated it could be a lengthy process to obtain the independent appraisal report given the independent appraiser's workload. The Owner and the Department are at an impasse over disagreements related to the Revenue and Tax Code Section 5082.

Condemnation has been initiated to maintain the orderly sequence of events required to meet construction schedules.

C-22493 – Gary M. Esperson and Kimberly Esperson, Co-Trustees of the Gary M. Esperson and Kimberly Esperson Revocable Trust dated December 30, 2016

04-Sol-12-PM 25.0 – Parcel 64339-1, 2 – EA 0J6329.

RWC Date: 03/03/25; RTL Date: 03/14/25. Conventional highway – roadway rehabilitation.

Authorizes condemnation of land in fee for a State highway and a TCE for highway construction purposes. Located in the city of Rio Vista at 2838 Amerada Road.

APN 0049-310-010.

The public interest and necessity require the proposed project.

The Department developed a Project Report dated November 22, 2019, for SR 12 rehabilitation projects (Segment 1, 2, and 3) spanning from Currie Road intersection to Azevedo Road intersection and from Summerset Road intersection to County Line (PM 20.57 to 26.41). A supplemental project report, focused on the work for Segment 2 (PM 23.7 to PM 25.5) was prepared on January 23, 2024.

The Department proposes to rehabilitate the existing two-lane conventional highway. This work consists of upgrading nonstandard travel lanes and shoulders to standard width in each direction, profile grade upgrades to address nonstandard vertical sight distances, new drainage systems, guardrails, and intersection improvements at Church Road/SR 12 intersection. The purpose of the project is to improve ride quality and highway safety.

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

The proposed project complies with current highway standards and is compatible with the greatest public good and least private injury. Currently, within the project limits, SR 12 does not have standard width travel lanes, shoulders, or vertical sight distances. It also lacks turning lanes at the Church Road intersection. The rehabilitation work would reduce congestion, improve safety, and improve traffic flow along the corridor and at the intersection within the project limits.

The Department approved an IS/MND/EA per CEQA and NEPA on October 3, 2019. The Department determined that the project, with the incorporation of mitigation measures, would not have a significant effect on the environment.

To minimize the right of way impact, the existing highway alignment will be shifted toward the EB side between PM 24 and PM 25, then realigned at each end to conform with the existing alignment.

The property rights to be condemned are necessary for the proposed project.

The Owner's property is located at 2838 Amerada Road at the SE corner of Amerada Road intersection with SR 12. The subject property consists of 0.9026 acres according to the Department's appraisal maps. Parcel 64339-1 consists of 3,810 square feet in fee. Parcel 64339-2 consists of 3,144 square feet in TCE. The TCE is necessary for the construction of SR 12 widening.

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Acquisition of the fee parcel is necessary for the widening of roadway along said property and clearance widths between catchpoints of side slopes and state right of way.

An offer to purchase in accordance with Government Code Section 7267.2 has been made to the Owners of record.

A staff appraisal was approved by district management on November 15, 2022. On June 15, 2023, the initial offer of just compensation was made to the Owner via email and certified mail. Due to design changes, a revised staff appraisal that established just compensation was approved on May 9, 2024, to value the required fee and TCE. The appraisal went through a thorough review and approval process.

The Department discovered that the Owner had to correct his property boundaries and legal description prior to granting any rights to the State. Additionally, design changes were made to the fee area, TCE area, and project schedule which halted negotiations with the Owner. The Owner was informed that negotiations would resume once the revised appraisal was completed.

On June 6, 2024, the revised offer was sent to the Owner via email and certified mail. At the site meeting, the Owner objected to the proposed project because it prohibits any left turn onto and off SR 12 to the Owner's property. The district reconfirmed on September 3, 2024, that the appraised value is the FMV for the property rights being acquired.

The Agent has made numerous attempts to meet with the Owner to discuss the Owner's concerns but has not received a response as of yet. The Agent will continue to make attempts to contact the Owner to reach an amicable settlement.

Condemnation has been initiated to maintain the orderly sequence of events required to meet construction schedules.

C-22494 – Ramon Lemus, a married man as his sole and separate property

06-Fre-33-PM 15.80 – Parcel 89027-1, 2 – EA 0X2909.

RWC Date: 01/27/25; RTL Date: 01/27/25; Conventional highway – rehabilitate the existing two lanes of asphalt concrete (AC) pavement from Merced Avenue to just west of Hayes Street and the existing four lanes of AC pavement from west of Hayes Street to Los Gatos Creek South Channel Bridge on SR 33. Additionally, the project proposes the replacement of 49 existing curb ramps and the installation of 14 new curb ramps due to non-compliance with ADA standards, as well as closing the gaps in the sidewalk. Authorizes condemnation of land in fee for a State highway and underlying fee. Located in the unincorporated area of Coalinga at 151 West Elm Avenue. APN 072-131-05.

The public interest and necessity require the proposed project.

This project is located on SR 33, from the intersection of Enterprise Parkway PM 13.9 to Los Gatos Creek South Channel Bridge (PM 16.7) in the city of Coalinga in the County of Fresno. This project proposes to rehabilitate the existing two lanes of AC pavement from Merced Avenue to just west of Hayes Street and the existing four lanes of AC pavement from west of Hayes Street to Los Gatos Creek South Channel Bridge on SR 33. Additionally, the project proposes the replacement of 49 existing curb ramps and the installation of 14 new curb ramps due to non-compliance with the Department ADA Standards per the Design Information Bulletin (DIB), as well as closing the gaps in the sidewalk. Existing traffic signals at SR 33/Cherry Lane and SR 33/Cambridge Avenue intersections will also be updated.

Following extensive collaboration with the city of Coalinga, this project has subsequently been awarded Complete Streets Reservation Funding for the incorporation of additional complete street elements. The complete street elements include a road reduction (road diet) and Class II bike lanes on SR 33, from the intersection of Elm Street and 5th Street (PM 15.7) to Cambridge Avenue (PM 16.6) (0.9 center miles), a center turn lane, on-street parking, bike lanes, new sidewalks to eliminate gaps, green striping at the conflict zones, enhanced crosswalks, rectangular rapid flashing beacons, and a pedestrian hybrid beacon.

The purpose of this rehabilitation project is to restore the roadway facility to a state of good repair so that it requires minimal maintenance, improve the ride quality, and extend the service life of the pavement. Additional purpose includes incorporating Complete Street elements, including a road diet (along SR 33 (Elm Street) from 5th Street to Cambridge Avenue), a Class II bike lane, and upgrade non-compliant curb ramps, crosswalks and sidewalks.

This project addresses several existing transportation issues including safety, freight mobility, and multi-modal access which will enhance economic competitiveness and quality of life within these disadvantaged communities. This project promotes pedestrian and bicycle safety by providing dedicated sidewalks and bike lanes, increasing transportation choices, and improving connectivity.

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

The PDT, in compliance with the CEQA and the NEPA, prepared a CE, analyzing the potential environmental impacts of the project. The document was approved on August 3, 2022. The project did not restrict the consideration of alternatives for reasonably foreseeable transportation improvements. There were alternatives, Alternative A was to build the project and Alternative B was the no-build. The selected alternative to build the project was determined to have the least amount of private property impact and private injury. The PDT performed analyses to determine if there were any alternatives that would have less impact on the community and that did not create other severe environmental effects or result in costs of an extraordinary magnitude. The pavement rehabilitation will maintain the existing pavement width and preserve the existing curb and gutter to the extent possible. The project design was reviewed and modified to minimize environmental impacts to private property.

The project's construction activities will be staged to provide the minimum amount of disruption and inconvenience to residents and businesses. To maintain local vehicle access along SR 33, no two consecutive intersections will be closed at the same time and alternate routes will be provided. To maintain pedestrian access along SR 33, the curb ramp construction will also be staggered, and pedestrian detours will be provided where necessary to maintain connectivity.

The property rights to be condemned are necessary for the proposed project.

The Owner's property is located at 191 East Elm Avenue in Coalinga. The project requires three square feet in fee and 3,633 square feet in underlying fee on a 7,499 square foot parcel. This parcel is required to provide ADA-standard concrete curb ramps at the Elm and 4th Street intersection. This parcel cannot be removed from the project as it is required to complete the widening of SR 33.

The impacts to this parcel have been minimized to acquire the least amount of property necessary for the project. The project improvements in this segment cannot be constructed without acquiring this property.

An offer to purchase in accordance with Government Code Section 7267.2 has been made to the Owners of record.

District 6 Right of Way staff completed an appraisal report which was approved by District Right of Way management on October 10, 2023. A District 6 Right of Way agent delivered the FWO via certified mail on November 6, 2023. The Owner expressed their preference to communicate via phone and mail due to being elderly and having health concerns. The Owner has reviewed the FWO package. The Owner believes the valuation is extremely low. After multiple discussions with the Owner, we have been unable to come to an agreement. Negotiations are currently at an impasse due to compensation; the Agent will continue to work with the Owner toward an amicable settlement.

Condemnation has been initiated to maintain the orderly sequence of events required to meet the construction schedules.

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C-22495 – Clydene D. Raxter, by Order of Final Distribution, under the will of Harriet N. Apple, also known as Hattie N. Apple, deceased, Superior Court Case No. 358312-7, dated July 13, 1987, as to an undivided one-sixth interest; Helen D. Charlesworth, Trustee of the Henry G. Valencia and Melba J. Valencia Living Trust udt 12/27/95, as to an undivided one-sixth interest, Subject to Item No. 12; John M. Apple and Joy E. Apple, as Trustees of the John and Joy Apple 1996 Revocable Trust, or their successor trustees, for the benefit of John M. Apple and Joy E. Apple and their issue, under instrument dated April 15, 1996, as the sole and separate property of John M. Apple, as to an undivided one-sixth Interest, Cleo Apple, also known as Cleo A. Apple and Cleo Allyne Apple, as Successor Trustees of the Vern and Cleo Apple 2000 Revocable Trust, or their successor trustees, as community property, for the benefit of Vern Apple, also known as Emit Vern Apple and Vern E. Apple, and Cleo Apple, also known as Cleo A. Apple and Cleo Allyne Apple, as to an undivided one-half interest, Subject to Item No. 13

06-Fre-33-PM 16.68 – Parcel 89039-1, 2, 3 – EA 0X2909.

RWC Date: 01/27/25; RTL Date: 01/27/25; Conventional highway – rehabilitate the existing two lanes of AC pavement from Merced Avenue to just west of Hayes Street and the existing four lanes of AC pavement from west of Hayes Street to Los Gatos Creek South Channel Bridge on SR 33. Additionally, the project proposes the replacement of 49 existing curb ramps and the installation of 14 new curb ramps due to non-compliance with ADA standards, as well as closing the gaps in the sidewalk. Authorizes condemnation of land in fee for a State highway, a TCE for bringing existing curb ramps to ADA standards, and underlying fee. Located in the unincorporated area of Coalinga at 1034 E Elm Avenue. APN 071-161-04S.

The public interest and necessity require the proposed project.

This project is located on SR 33, from the intersection of Enterprise Parkway PM 13.9 to Los Gatos Creek South Channel Bridge (PM 16.7) in the city of Coalinga in the County of Fresno. This project proposes to rehabilitate the existing two lanes of AC pavement from Merced Avenue to just west of Hayes Street and the existing four lanes of AC pavement from west of Hayes Street to Los Gatos Creek South Channel Bridge on SR 33. Additionally, the project proposes the replacement of 49 existing curb ramps and the installation of 14 new curb ramps due to non-compliance with the Department ADA Standards per the DIB, as well as closing the gaps in the sidewalk. Existing traffic signals at SR 33/Cherry Lane and SR 33/Cambridge Avenue intersections will also be updated.

Following extensive collaboration with the City of Coalinga, this project has subsequently been awarded Complete Streets Reservation Funding for the incorporation of additional complete street elements. The complete street elements include a road diet and Class II bike lanes on SR 33, from the intersection of Elm Street and 5th Street (PM 15.7) to Cambridge Avenue (PM 16.6) (0.9 center miles). A center turn lane, on-street parking, bike lanes, new sidewalks to eliminate gaps, green striping at the conflict zones, enhanced crosswalks, rectangular rapid flashing beacons, and a pedestrian hybrid beacon are also proposed.

The purpose of this rehabilitation project is to restore the roadway facility to a state of good repair so that it requires minimal maintenance, improve the ride quality, and extend the service life of the pavement. Additional purposes include incorporating Complete Street elements, including a road

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diet (along SR 33 (Elm Street) from 5th Street to Cambridge Avenue), a Class II bike lane, and upgrading non-compliant curb ramps, crosswalks, and sidewalks.

This project addresses several existing transportation issues including safety, freight mobility, and multi-modal access which will enhance economic competitiveness and quality of life within these disadvantaged communities. This project promotes pedestrian and bicycle safety by providing dedicated sidewalks and bike lanes, increasing transportation choices, and improving connectivity.

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

The PDT, in compliance with the CEQA and the NEPA, prepared a CE, analyzing the potential environmental impacts of the project. The document was approved on August 3, 2022. The project did not restrict the consideration of alternatives for reasonably foreseeable transportation improvements. There were two alternatives; Alternative A was to build the project and Alternative B was the no-build. The selected alternative to build the project was determined to have the least amount of private property impact and private injury. The PDT performed analyses to determine if there were any alternatives that would have less impact on the community and that did not create other severe environmental effects or result in costs of an extraordinary magnitude. The pavement rehabilitation will maintain the existing pavement width and preserve the existing curb and gutter to the extent possible. The project design was reviewed and modified to minimize environmental impacts to private property.

The project's construction activities will be staged to provide the minimum amount of disruption and inconvenience to residents and businesses. To maintain local vehicle access along SR 33, no two consecutive intersections will be closed at the same time and alternate routes will be provided. To maintain pedestrian access along SR 33, the curb ramp construction will also be staggered, and pedestrian detours will be provided where necessary to maintain connectivity.

The property rights to be condemned are necessary for the proposed project.

The Owner's property is located at 1034 East Elm Ave in Coalinga. The project requires 159 square feet in fee, 4,364 square feet of underlying fee, and 232 square feet in TCE. This parcel cannot be removed from the project as it is required to complete the widening of SR 33. Additionally, several utilities will be relocated as necessary for this project. A utility corridor will be established on the south side of SR 33 to place relocated utilities.

The parcel improvements include the widening of SR 33, curb and gutter, sidewalk, and installation of one driveway. These improvements will conform to the city of Coalinga's Complete Streets policies. The impacts to this parcel have been minimized to acquire the least amount of property necessary for the project. The project improvements in this segment cannot be constructed without acquiring this property.

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An offer to purchase in accordance with Government Code Section 7267.2 has been made to the Owners of record.

District 6 Right of Way staff completed an appraisal report which was approved by District Right of Way management on October 10, 2023. A District 6 Right of Way agent delivered the FWO via mail on November 22, 2023. The Owner has reviewed the FWO package. The Owner did not agree with compensation and also did not agree with the project and the addition of the sidewalk construction. The Agent met with The Department's Division of Design to discuss whether the sidewalk could be removed from the project. The sidewalk cannot be removed as it is necessary for the Complete Streets element of the project. The Agent will continue to negotiate with the Owner to reach an amicable settlement.

Condemnation has to be initiated to maintain the orderly sequence of events required to meet the construction schedules.

C-22496 – Jagdish Singh, a married man as his sole and separate property

06-Fre-33-PM 15.70 – Parcel 89062-1, 2, 3 – EA 0X2909.

RWC Date: 01/27/25; RTL Date: 01/27/25; Conventional highway – rehabilitate the existing two lanes of AC pavement from Merced Ave. to just west of Hayes Street and the existing four lanes of AC pavement from west of Hayes Street to Los Gatos Creek South Channel Bridge on SR 33. Additionally, the project proposes the replacement of 49 existing curb ramps and the installation of 14 new curb ramps due to non-compliance with ADA standards, as well as closing the gaps in the sidewalk. Authorizes condemnation of land in fee for a State highway, a temporary easement for bringing existing curb ramps to ADA standards, and underlying fee. Located in the unincorporated area of Coalinga at 151 W Elm Avenue. APN 072-127-22.

The public interest and necessity require the proposed project.

This project is located on SR 33, from the intersection of Enterprise Parkway (PM 13.9) to Los Gatos Creek South Channel Bridge (PM 16.7) in the city of Coalinga in the County of Fresno. This project proposes to rehabilitate the existing two lanes of AC pavement from Merced Avenue to just west of Hayes Street and the existing four lanes of AC pavement from west of Hayes Street to Los Gatos Creek South Channel Bridge on SR 33. Additionally, the project proposes the replacement of 49 existing curb ramps and the installation of 14 new curb ramps due to non-compliance with the Department's ADA Standards per the DIB, as well as closing the gaps in the sidewalk. Existing traffic signals at SR 33/Cherry Lane and SR 33/Cambridge Avenue intersections will also be updated.

Following extensive collaboration with the city of Coalinga, this project has subsequently been awarded Complete Streets Reservation Funding for the incorporation of additional complete street elements. The complete street elements include a road diet and Class II bike lanes on SR 33, from the intersection of Elm Street and 5th Street (PM 15.7) to Cambridge Avenue (PM 16.6) (0.9 center miles). A center turn lane, on-street parking, bike lanes, new sidewalks to eliminate gaps, green striping at the conflict zones, enhanced crosswalks, rectangular rapid flashing beacons, and a pedestrian hybrid beacon are also proposed.

The purpose of this rehabilitation project is to restore the roadway facility to a state of good repair so that it requires minimal maintenance, improve the ride quality, and extend the service life of the pavement. Additional purpose includes incorporating Complete Street elements, including a road diet (along SR 33 (Elm Street) from 5th Street to Cambridge Avenue), a Class II bike lane, and upgrade non-compliant curb ramps, crosswalks, and sidewalks.

This project addresses several existing transportation issues including safety, freight mobility, and multi-modal access which will enhance economic competitiveness and quality of life within these disadvantaged communities. This project promotes pedestrian and bicycle safety by providing dedicated sidewalks and bike lanes, increasing transportation choices, and improving connectivity.

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

The PDT, in compliance with the CEQA and the NEPA, prepared a CE, analyzing the potential environmental impacts of the project. The document was approved on August 3, 2022. The project did not restrict the consideration of alternatives for reasonably foreseeable transportation

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improvements. The selected alternative was determined to have the least amount of private property impact and private injury. The PDT performed analyses to determine if there were any alternatives that would have less impact on the community and that did not create other severe environmental effects or result in costs of an extraordinary magnitude. The pavement rehabilitation will maintain the existing pavement width and preserve the existing curb and gutter to the extent possible. The project design was reviewed and modified to minimize environmental impacts to private property.

The project's construction activities will be staged to provide the minimum amount of disruption and inconvenience to residents and businesses. To maintain local vehicle access along SR 33, no two consecutive intersections will be closed at the same time and alternate routes will be provided. To maintain pedestrian access along SR 33, the curb ramp construction will also be staggered, and pedestrian detours will be provided where necessary to maintain connectivity.

The property rights to be condemned are necessary for the proposed project.

The subject property is 30,056 square feet and located at 151 West Elm Ave. in Coalinga. The project requires 0.4 square feet in fee, 8,067 square feet in underlying fee, and a 311-square foot TCE. This parcel is required to construct an accessible curb ramp and reconstruct deteriorating sidewalks, which are required to provide a safe and continuous accessible path for pedestrians. This is the minimum amount of space needed for construction.

An offer to purchase in accordance with Government Code Section 7267.2 has been made to the Owners of record.

District 6 Right of Way staff completed an appraisal report which was approved by District Right of Way management on March 14, 2024. The Owner wanted the FWO sent over via email. A District 6 Right of Way agent sent the FWO on April 9, 2024,

The Owner has reviewed the FWO package, and the Owner agreed to sign for the amount of the FWO plus incentive. However, the property Owner has not returned the signed contract and has been unresponsive to emails and phone calls. The Agent will continue to follow up on the status of the signed forms to reach an agreement.

Condemnation must be initiated to maintain the orderly sequence of events required to meet the construction schedules.

C-22497 – Alex Rovinsky, an unmarried man

06-Fre-33-PM 16.56 – Parcel 89069-1, 2, 3 – EA 0X2909.

RWC Date: 01/27/25; RTL Date: 01/27/25; Conventional highway – rehabilitate the existing two lanes of AC pavement from Merced Ave. to just west of Hayes Street and the existing four lanes of AC pavement from west of Hayes Street to Los Gatos Creek South Channel Bridge on SR 33. Additionally, the project proposes the replacement of 49 existing curb ramps and the installation of 14 new curb ramps due to non-compliance with ADA standards, as well as closing the gaps in the sidewalk. Authorizes condemnation of a temporary easement to bring sidewalks in compliance with ADA standards, fee, and underlying fee. Located in the unincorporated area of Coalinga at 770 E. Elm Avenue. APN 071-240-01S.

The public interest and necessity require the proposed project.

This project is located on SR 33, from the intersection of Enterprise Parkway (PM 13.9) to Los Gatos Creek South Channel Bridge (PM 16.7) in the city of Coalinga in the County of Fresno. This project proposes to rehabilitate the existing two lanes of AC pavement from Merced Avenue to just west of Hayes Street and the existing four lanes of AC pavement from west of Hayes Street to Los Gatos Creek South Channel Bridge on SR 33. Additionally, the project proposes the replacement of 49 existing curb ramps and the installation of 14 new curb ramps due to non-compliance with the Department's ADA Standards per the DIB, as well as closing the gaps in the sidewalk. Existing traffic signals at SR 33/Cherry Lane and SR 33/Cambridge Avenue intersections will also be updated.

Following extensive collaboration with the City of Coalinga, this project has subsequently been awarded Complete Streets Reservation Funding for the incorporation of additional complete street elements. The complete street elements include a road diet and Class II bike lanes on SR 33, from the intersection of Elm Street and 5th Street (PM 15.7) to Cambridge Avenue (PM 16.6) (0.9 center miles). A center turn lane, on-street parking, bike lanes, new sidewalks to eliminate gaps, green striping at the conflict zones, enhanced crosswalks, rectangular rapid flashing beacons, and a pedestrian hybrid beacon are also proposed.

The purpose of this rehabilitation project is to restore the roadway facility to a state of good repair so that it requires minimal maintenance, improve the ride quality, and extend the service life of the pavement. Additional purpose includes incorporating Complete Street elements, including a road diet (along SR 33 (Elm Street) from 5th Street to Cambridge Avenue), a Class II bike lane, and upgrade non-compliant curb ramps, crosswalks, and sidewalks.

This project addresses several existing transportation issues including safety, freight mobility, and multi-modal access which will enhance economic competitiveness and quality of life within these disadvantaged communities. This project promotes pedestrian and bicycle safety by providing dedicated sidewalks and bike lanes, increasing transportation choices, and improving connectivity.

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

The PDT, in compliance with the CEQA and the NEPA, prepared a CE, analyzing the potential environmental impacts of the project. The document was approved on August 3, 2022. The project did not restrict the consideration of alternatives for reasonably foreseeable transportation improvements. The selected alternative was determined to have the least amount of private

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property impact and private injury. The PDT performed analyses to determine if there were any alternatives that would have less impact on the community and that did not create other severe environmental effects or result in costs of an extraordinary magnitude. The pavement rehabilitation will maintain existing pavement width and preserve the existing curb and gutter to the extent possible. The project design was reviewed and modified to minimize environmental impacts to private property.

The project's construction activities will be staged to provide the minimum amount of disruption and inconvenience to residents and businesses. To maintain local vehicle access along SR 33, no two consecutive intersections will be closed at the same time and alternate routes will be provided. To maintain pedestrian access along SR 33, the curb ramp construction will also be staggered, and pedestrian detours will be provided where necessary to maintain connectivity.

The property rights to be condemned are necessary for the proposed project.

The Owner's property is located at 770 East Elm Ave. in Coalinga. The project requires 7 square feet in fee, 11,169 square feet in underlying fee, and a 5 square foot TCE on a 1.843 acre parcel. This parcel is required to provide a standard, continuous, and consistent sidewalk width. The TCE is required to build the sidewalk and join into the new sidewalk at the adjacent parcel. This is the minimum amount of space needed for construction.

An offer to purchase in accordance with Government Code Section 7267.2 has been made to the Owners of record.

District 6 Right of Way staff completed an appraisal report which was approved by District Right of Way management on March 13, 2024. The Owner wanted the FWO sent via certified mail. The offer was sent on May 23, 2024, and the Owner has reviewed the FWO package. A reappraisal was conducted and approved on June 28, 2024, to update the dates for the TCE. The revised FWO offer was sent to the Owner on July 11, 2024, via certified email. After multiple discussions with the Owner, no agreement has been reached. The Agent and the Owner will continue to work towards an agreement.

Condemnation must be initiated to maintain the orderly sequence of events required to meet the construction schedules.

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C-22498 – Mohsen Mohamed Musa Alqadhi, a married man as his sole and separate property
06-Fre-33-PM 16.33 – Parcel 89266-1, 2 – EA 0X2909.

RWC Date: 01/27/25; RTL Date: 01/27/25; Conventional highway – Rehabilitate the existing two lanes of AC pavement from Merced Avenue to just west of Hayes Street and the existing four lanes of AC pavement from west of Hayes Street to Los Gatos Creek South Channel Bridge on SR 33. Additionally, the project proposes the replacement of 49 existing curb ramps and the installation of 14 new curb ramps due to non-compliance with ADA standards, as well as closing the gaps in the sidewalk. Authorizes condemnation of land in fee for a State highway, and underlying fee for bringing existing curb ramps to ADA standards, and underlying fee. Located in the town of Coalinga at 637 E Elm Avenue. APN 071-084-07S.

The public interest and necessity require the proposed project.

This project is located on SR 33, from the intersection of Enterprise Parkway PM 13.9 to Los Gatos Creek South Channel Bridge (PM 16.7) in the city of Coalinga in the County of Fresno. This project proposes to rehabilitate the existing two lanes of AC pavement from Merced Avenue to just west of Hayes Street and the existing four lanes of AC pavement from west of Hayes Street to Los Gatos Creek South Channel Bridge on SR 33. Additionally, the project proposes the replacement of 49 existing curb ramps and the installation of 14 new curb ramps due to non-compliance with the Department ADA Standards per the DIB, as well as closing the gaps in the sidewalk. Existing traffic signals at SR 33/Cherry Lane and SR 33/Cambridge Avenue intersections will also be updated.

Following extensive collaboration with the City of Coalinga, this project has subsequently been awarded Complete Streets Reservation Funding for the incorporation of additional complete street elements. The complete street elements include a road diet and Class II bike lanes on SR 33, from the intersection of Elm Street and 5th Street (PM 15.7) to Cambridge Avenue (PM 16.6) (0.9 center miles). A center turn lane, on-street parking, bike lanes, new sidewalks to eliminate gaps, green striping at the conflict zones, enhanced crosswalks, rectangular rapid flashing beacons, and a pedestrian hybrid beacon are also proposed.

The purpose of this rehabilitation project is to restore the roadway facility to a state of good repair so that it requires minimal maintenance, improve the ride quality, and extend the service life of the pavement. Additional purpose includes incorporating Complete Street elements, including a road diet (along SR 33 (Elm Street) from 5th Street to Cambridge Avenue), a Class II bike lane, and upgrade non-compliant curb ramps, crosswalks, and sidewalks.

This project addresses several existing transportation issues including safety, freight mobility, and multi-modal access which will enhance economic competitiveness and quality of life within these disadvantaged communities. This project promotes pedestrian and bicycle safety by providing dedicated sidewalks and bike lanes, increasing transportation choices, and improving connectivity.

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

The PDT, in compliance with the CEQA and the NEPA, prepared a CE, analyzing the potential environmental impacts of the project. The document was approved on August 3, 2022. The project did not restrict the consideration of alternatives for reasonably foreseeable transportation improvements. The selected alternative was determined to have the least amount of private property impact and private injury. The PDT performed analyses to determine if there were any

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alternatives that would have less impact on the community and that did not create other severe environmental effects or result in costs of an extraordinary magnitude. The pavement rehabilitation will maintain the existing pavement width and preserve the existing curb and gutter to the extent possible. The project design was reviewed and modified to minimize environmental impacts on private property.

The project's construction activities will be staged to provide the minimum amount of disruption and inconvenience to residents and businesses. To maintain local vehicle access along SR 33, no two consecutive intersections will be closed at the same time and alternate routes will be provided. To maintain pedestrian access along SR 33, the curb ramp construction will also be staggered, and pedestrian detours will be provided where necessary to maintain connectivity.

The property rights to be condemned are necessary for the proposed project.

The Owner's property is located at 637 East Elm Avenue in Coalinga. The project requires 535 square feet in fee and a 1,630 square foot underlying fee on a 7,087 square foot parcel. This parcel is required for driveway and sidewalk reconstruction. This is the minimum amount of space needed for construction.

An offer to purchase in accordance with Government Code Section 7267.2 has been made to the Owners of record.

District 6 Right of Way staff completed an appraisal report which was approved by District Right of Way management on March 15, 2024. The Owner requested in-person delivery of the FWO from a District 6 Right of Way agent on May 31, 2024. The Owner has reviewed the FWO package. After multiple discussions with the Owner, negotiations are at an impasse.

Condemnation must be initiated to maintain the orderly sequence of events required to meet the construction schedules.

C-22499 – Cattani Family Limited Partnership, a California limited partnership, as to an undivided 12.5% interest; Melcat Properties, LLC, a California Limited Liability Company, as to an undivided 12.5% interest and TBS Properties, LLC, a California Limited Liability Company, as to an undivided 75.00% interest, as to Parcels 1, 2 and 3 Panama Buena Vista Union School District, a California public school district, as to Parcel 4
06-Ker-119-PM 29.68 – Parcel 88257-1, 2, 3 – EA 0V6109.

RWC Date: 01/31/25; RTL Date: 02/28/25; Conventional highway – roadway rehabilitation. Authorizes condemnation of land in fee for a State highway, a TCE for highway construction, and underlying fee. Located in the unincorporated area of Kern County at the south side of SR 119 between Stine Road and Van Horn Road, near the city of Bakersfield.
APN 184-210-1, 3, 4

The public interest and necessity require the proposed project.

The Department developed a Project Report, dated December 8, 2020, for the project located on SR 119 from near Ashe Road to the SR 99/SR 119 interchange (I/C) in and near the City of Bakersfield within Kern County.

The Department proposes to resurface, restore, and rehabilitate a roadway on SR 119 in the unincorporated communities of Panama and Pumpkin Center in and near the city of Bakersfield, from near Ashe Road to the SR 99/SR 119 I/C.

The purpose of the project is to rehabilitate the roadway to a state of good repair as well as improve the operational performance of SR 119. The project will incorporate Complete Streets and ADA features for pedestrians and bicyclists and reduce flooding issues within the project limits.

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

The Department has approved an IS with MND per CEQA and CE per NEPA for this project approved on September 8, 2020. Following public review, it was determined that the proposed action with the incorporation of the identified mitigation measures will not have a significant effect on the environment.

Two alternatives were considered for this project to complete the improvements: build or no-build, with the intention of causing the least private injury.

With the no-build alternative, SR 119 would remain as it currently exists. There would be no improvements to the roadway, and it would not meet the project's purpose and need.

The build alternative proposes to resurface, restore, and rehabilitate a roadway on SR 119 in and near Bakersfield and in the unincorporated communities of Panama and Pumpkin Center from near Ashe Road to the SR 99/SR 119 I/C. Roadway work to the existing Eastbound and Westbound (WB) lanes of SR 119 includes repairing localized areas, reconstructing travel lanes from PM 28.2 to the west side of the SR 99/SR 119 I/C and widening intersections and shoulders to meet current standards.

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Project improvements consist of improving the operation of existing or inclusion of new intersection channelization/widening, including but not limited to adding a WB right-turn lane from SR 119 to NB Ashe Road, adding NB and SB left-turn lanes from Stine Road to SR 119, and adding NB and SB left-turn lanes from Wible Road to SR 119.

Additionally, a two-way-left-turn lane is proposed through the unincorporated community of Pumpkin Center to provide a divided striped median for turn movements from/to the several access points and driveways.

Bicycle and pedestrian improvements include bike lanes, sidewalks, and curb ramps. Existing curb ramps will be updated to current ADA standards.

Drainage improvements will include installing new drainage inlets/pipe systems, building surface water storage/infiltration basins at three locations, and building side ditches. The three basins are located in the NW quadrant area of Ashe Road and SR 119, west of Wible Road and north of SR 119, and in the SE quadrant area of Stine Road and SR 119.

The project is designed to minimize impacts to private property and maximize the greatest public good with respect to the additional right of way, beyond the existing roadway right of way, on said subject property along the south side of SR 119, along the east side of Stine Road and in the SE quadrant of the SR 119/Stine Road signalized intersection area. The additional right of way along the southside of SR 119 provides an area for surface water runoff drainage retention via a longitudinal ditch, to meet hydraulic and stormwater requirements, and relocated above-ground utility poles and overhead lines as well as access pathway for respective utility companies, to increase safety distance to the discretionary fixed objects consistent with safe roads practices.

The additional right of way along eastside of Stine Road provides an area for surface water runoff drainage catchment area, to minimize flooding/ponding on private property, and minor grading, to accommodate roadway widening. Additionally, a TCE is proposed on the subject property for conforming to the existing grade of the private property. The additional right of way in the SE quadrant of the SR 119/Stine Road signalized intersection provides an area for surface water runoff drainage retention via a drainage basin as the most feasible location is on the subject property instead of other quadrants of the intersection or additional right of way for drainage capacity parallel and wider along adjacent properties, including the subject property. The drainage storage is consistent with the Department's hydraulics standards and stormwater practices in retaining surface water runoff within roadway right of way utilizing a larger and deeper basin where feasible instead of additional width of right of way along properties to accommodate the design hydraulic volume.

Other alternatives such as a larger basin with a pumping plant for surface water runoff management and underground utility relocation for above-ground utilities were evaluated for reducing or eliminating additional right of way on the subject property, however, the costs per alternative are deemed excessive to the project. The current proposed design minimizes the private property acquisition on the subject property while still providing maximum benefit to the

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local, regional, and interregional traffic as well as the maintenance aspect for various utility companies, the State and City of Bakersfield employees.

The property rights to be condemned are necessary for the proposed project.

The Owner's property is located at the south side of SR 119 between Stine Road and Van Horn Road in Bakersfield is necessary for the needed improvements to rehabilitate the roadway. It will include complete streets elements, improve operational performance, and address the flooding problem. Rehabilitating the roadway will also reduce maintenance costs.

The subject property consists of 308.26 acres according to the Department's appraisal map. The acquisition consists of the purchase of 2.81 acres in fee, 2.35 acres in underlying fee, and 7,093 square feet for a TCE.

The parcel improvements include roadway, retention basin, gutter, and curb replacement as well as sidewalk and curb ramps used by the public. The TCE is required to construct the roadway improvements. The project improvements in this segment cannot be constructed without acquiring this property.

An offer to purchase in accordance with Government Code Section 7267.2 has been made to the Owners of record.

District Right of Way staff completed an appraisal report which was approved by District Right of Way management on May 1, 2023. A District Right of Way agent delivered the FWO in person on May 10, 2023.

The Owners rejected the State's offer due to the disagreement with the location of the proposed ponding basin. The Agent has worked with the Design team to ensure that the location of the basin was necessary at the proposed location and minimized impact to the Owner's remaining property.

Condemnation was initiated and the property Owner requested to appear before the Commission due to the location of the proposed basin. The agent held several meetings, including a Condemnation Evaluation meeting, in an attempt to resolve the Owner's concerns. The Design team made several design changes to the proposed basin's shape and length, as requested by the Owner and his counsel. Revised exhibits depicting the change in shape and location of the basin were presented to the Owner and his counsel and the proposed design changes were accepted. As a result, the Owner and his counsel withdrew the Commission appearance request but continue to disagree with the amount of just compensation offered by the State.

Condemnation must be initiated to maintain the orderly sequence of events required to meet the construction schedules.

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C-22500 - L.S. Bashor and S.D. Bashor, husband and wife, as joint tenants

06-Ker-46-PM 51.21-- Parcel 88350-1, 2, 5, 6-- EA 0X7709.

RWC Date: 01/27/25; RTL Date: 01/27/25; Conventional highway-- intersection Improvements. Authorizes condemnation of land in fee for a State highway, and underlying fee. Located in the town of Wasco at the NW corner of SR 46 and SR 43.

APNs 072-050-20, 072-050-21, 072-050-27.

The public interest and necessity require the proposed project.

The Department proposes to construct a single-lane roundabout on a two-lane roundabout footprint at the east junction intersection of SR 46 and SR 43/J Street in the city of Wasco in Kern County.

The purpose of the project is to improve intersection traffic operations and safety by reducing the number and severity of collisions and reducing traffic congestion at the east junction intersection of SR 43 and SR 46 by placing a roundabout at the intersection. An Intersection Control Evaluation (ICE) study was performed which assessed All Way Stop Control, Signal Control and Single Lane Roundabout alternatives. The ICE study recommended to proceed with a roundabout intersection for the location.

The Department in cooperation with the California High Speed Rail Authority (CHSRA) is proposing to coordinate adjacent projects that overlap in schedule and construction limits between the west junction of SR 46 and SR 43/F Street (local road) and the east junction of SR 46 and SR 43/J Street (local road).

Due to the overlapping proximity of project EA 0X770 (SR 46 Roundabout, Department sponsored) and project EA 3HT05 (SR 46 Widening, CHSRA sponsored) and to avoid unnecessary rework, and inconvenience to the traveling public and the local community, these projects will be combined and advertised as one Construction contract. On September 27, 2022, The Department and the CHSRA entered into an Interagency Agreement for the project highway improvement project (EA 3HT05). The Department is the implementing agency responsible for Property Acquisition, Project Design, and Construction, in combination with the SR 46 Roundabout.

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

The Department has approved an IS with MND for this project and, following public review, has determined that the proposed action with the incorporation of the identified mitigation measures will not have a significant effect on the environment for the reasons identified below.

To reduce risk and exposure to the State and to bring the project into a less than significant finding for hazardous waste, the project will include hazardous waste mitigation activities. These activities include, but are not limited to, the development of a soil management plan, excavation of soil for offsite disposal, removal and relocation of monitoring wells per Central Valley Regional Water Quality Control Board guidance, and potential relocation of a soil vapor extraction system.

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An MND was prepared and signed on October 28, 2021, for this project. Two alternatives were considered to complete the improvements: build or no-build, with the intention of causing the least private injury.

The no-build alternative will leave this intersection of SR 43 and SR 46 as it is, without a roundabout. This alternative does not meet the purpose and need for the project to improve intersection traffic operations and safety by reducing the number and severity of collisions and reducing traffic congestion.

The build alternative proposes to construct a single-lane roundabout on a two-lane roundabout footprint at the east junction intersection of SR 43, SR 46, and J Street. The diameter of the roundabout will be 180 feet. The single-lane roundabout will accommodate Surface Transportation Assistance Act (STAA) vehicles, with a truck apron to enable STAA vehicles to maneuver through the roundabout. The central and splitter islands will be primarily hardscaped to minimize maintenance activities and worker exposure to moving traffic.

The project will include a drainage system composed of drainage inlets along the outside flowlines of the roundabout intersection legs to convey stormwater to the SR 46 pump house basin southwest (SW) of the roundabout. This basin will be built as part of this project as it will be combined with the SR 46 Improvement Project for advertisement and construction and has adequate capacity for the roundabout drainage needs. In addition, a lighting system, flashing beacon system, and traffic monitoring station will be installed.

There are no existing pedestrian or bicycle facilities at the existing intersection. These facilities are included in the preferred alternative to conform to The Department's policy and Complete Streets guidelines. A 10-foot-wide shared-path sidewalk and a 5-foot buffer will accommodate pedestrians and bicycle passage away from the roundabout traveled way. Existing utilities and utility poles will be relocated prior to construction.

A roundabout is necessary to improve traffic safety conditions by calming entrance and exit angles that will reduce the number and severity of collision occurrences. To minimize the right of way acquisition along SR 46 a retaining wall will be utilized. The current proposed design minimizes the private property acquisition on the subject property while still providing maximum benefit to the local, regional, and interregional traffic.

The property rights to be condemned are necessary for the proposed project.

The project is designed to minimize impacts to private property and maximize the greatest public good with respect to the right of way acquisition. The right of way acquisition, located at the NW corner of the SR 46 and SR 43 (J Street) intersection, is necessary for the roadway construction of a roundabout at the intersection.

The subject property consists of 10.11 acres according to the Department's appraisal map. The acquisition consists of the purchase of 0.69 acres in fee, and 1.23 acres of underlying fee. The remainder parcel will consist of 9.42 acres.

The parcel improvements include widening of SR 43, roundabout, shared-path sidewalk and bicycle passage away from the roundabout traveled way. These improvements will conform to

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The Department's policy and Complete Streets guidelines. The project improvements in this segment cannot be constructed without acquiring this property.

An offer to purchase in accordance with Government Code Section 7267.2 has been made to the Owners of record.

District Right of Way staff completed an appraisal report which was approved by District Right of Way management on September 5, 2023. A District Right of Way agent delivered the FWO via email and in person on September 20, 2023.

The Owner disagreed with the fair market land value in the State's appraisal and the proposed utility easement for PG&E. The Owner does not agree with losing two access points from SR 46 and from SR 43.

On December 6, 2023, a design change was approved, and the PG&E easement was removed from the acquisition of said parcel.

A revised appraisal was received on December 22, 2023, and a revised FWO was presented in person to the Owner on January 4, 2024. The Owner informed the Agent that he was going to retain a consultant to review the devaluation of his property due to the loss of access and thus, the increased difficulty of large truck movements.

On January 4, 2024, the Agent was informed that the Owner is represented by an attorney. As requested, the Agent provided all FWO documents to the OA. On February 28, 2024, the Owner ordered an independent appraisal. On March 29, 2024, the Agent received the independent appraisal. The District reviewed the independent appraisal but did not agree with the independent appraiser's determination of just compensation.

On June 10, 2024, the property OA requested an appearance before the Commission meeting scheduled on June 27-28, 2024. The District Condemnation Evaluation meeting was held on August 13, 2024, at the Fresno Department of Transportation District Office. All of the property Owner's concerns were resolved with the exception of just compensation.

On October 1, 2024, the Owner withdrew in writing their objection to the Commission's consideration of the adoption of a resolution of necessity.

Negotiations for an amicable settlement are ongoing but are currently at an impasse due to the amount of compensation.

Condemnation must be initiated to maintain the orderly sequence of events required to meet the construction schedules.

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C-22501 - Mesa Verde Farms, LLC, a California limited liability company
06-Mad-99-PM 1.50 - Parcel 88749-1, 2, 3 - EA 0H2209.

RWC Date: 01/13/25; RTL Date: 02/24/25; Freeway - widen SR 99 from four to six lanes and to rehabilitate the existing pavement. Authorizes condemnation of land in fee for a State highway and extinguishment of abutter's rights of access, an easement for utility purposes to be conveyed to AT&T, and underlying fee. Located in the unincorporated area of Madera at the NW corner of Avenue 8 and Road 32. APNs 048-070-013, 048-070-014, 048-070-015, & 048-070-016.

The public interest and necessity require the proposed project.

The Department prepared a Supplemental Project Report dated April 19, 2022, for the Project Report approved on April 30, 2021. The project is to increase the traffic capacity on Route 99 in Madera, from north of Fresno Madera County line to north of Avenue 12. This project will convert the existing four lane freeway to six lane freeway.

There has been a minor change to the project scope from what was contained in the approved Project Report. The proposed structural section for both the new and the reconstructed traveled lanes has changed from continuous reinforced concrete pavement to hot mix asphalt.

The purpose of this project is to increase capacity, improve connectivity of the highway system by closing six lane gap from PM 1.5 to PM 7.6, and reduce traffic congestion by adding one lane in each direction. The project would enhance operational improvement and ride quality, while also reducing future preventive maintenance.

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

The Department prepared an IS with MND/EA with FONSI in compliance with CEQA and NEPA for this project that was approved on April 22, 2021. Based on this study, it was determined that the proposed action with the incorporation of the identified mitigation measures will not have a significant effect on the environment.

Four alternatives were considered for this project to complete the improvements: build alternative 1, 2, and 3 as well as the no-build alternative to cause the least private injury.

The no-build alternative will maintain the existing facility in its present condition. It will not address the deteriorating level of service of the existing facility and will lead to unacceptable facility operation. This alternative will not meet the purpose and need of the project.

Build alternative 1 fulfills the need and purpose of the project by improving the connectivity of the highway system by closing the gap between the north and south segments, which are already built as a six-lane facility. The project will add much-needed capacity in this segment to meet the perceived transportation volume increase to both passenger and freight vehicles, improve truck freight mobility, preserve acceptable facility operations, maintain improved flow, and travel time reliability. The components of build alternatives such as roadway improvements, electrical and traffic systems modifications, drainage systems, and right of way acquisition are chosen such that the project provides maximum benefits to the public and minimum harm to the private landowners.

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Although the project will result in changes to the existing conditions, the design has incorporated avoidance, minimization, and mitigation measures.

Two other alternatives were considered for this project to address the increased congestion, connectivity of the highway system, and acceptable facility operation.

Build alternative 2 would have added three new lanes to the west of the existing SR 99 SB lanes. An additional 80 feet of right of way would have been required to the west to accommodate a median width of 62 feet as per Highway Design Manual (HDM) guidance for rural area median width provision per HDM Section 305.1. After the construction of the new SB lanes, the existing SB lanes would have been demolished. The existing NB lanes would have remained with the addition of a third lane along the west side of the existing travel lanes. Additionally, build alternative 2 would have required the construction of up to seven new structures after demolishing the existing structures. Proposed structures would have been built along their existing alignments with longer spans to accommodate the wider roadway, wider median, and higher vertical clearance.

Build alternative 3 is similar to build alternative 2 except that the median width would have been a 42-foot paved median with the acquisition of 60 feet of right of way to the west. Up to seven new structures would have been built after demolishing the existing structures. Proposed structures would have been built along their existing alignments with longer spans to accommodate the wider roadway, wider median, and higher vertical clearance.

The PDT eliminated build alternative 2 and 3 due to excessive cost, too much adverse impact on the environment, and more harm to the private landowners. The team concluded that the alignment shift of both alternatives would not have been consistent with similar improvements to SR 99 to the north and south of this segment. Therefore, the PDT decided on build alternative 1 as the preferred alternative for this project. Furthermore, based on concerns expressed by the Owner, the project requirement for the subject property was reduced by a 10-foot offset to avoid and minimize impacts to irrigation pipelines on the property.

The property rights to be condemned are necessary for the proposed project.

The Owner's property is located at the SW corner of Avenue 7 1/2 and SR 99, in Madera. The parcel cannot be eliminated as it is needed to widen SR 99 from four to six lanes and to rehabilitate the existing pavement in Madera County. The proposed area is needed for the construction of drainage ditch to accommodate the additional stormwater runoff generated by roadway widening. This area will help store and convey the water to a proposed stormwater basin.

The subject property is 33.33 acres. The acquisition consists of the purchase of 13,769 square feet or 0.32 acres in fee, a 4,649 square feet in easement for AT&T, and 886 square feet of underlying fee. The parcel improvements for parcel 88749 include trapezoidal-ditches, roadway widening, and a utility easement for AT&T to relocate their existing utility infrastructure.

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An offer to purchase in accordance with Government Code Section 7267.2 has been made to the Owners of record.

District 6 Right of Way staff completed an appraisal report which was approved by District Right of Way management on October 16, 2023. The Agent was not able to make the offer within 30 days of the appraisal approval date as the Owner was unavailable for the holiday season. The Owner requested the FWO be mailed via United States Postal Service on February 9, 2024. Negotiations are at an impasse, and continued efforts will be made to reach an amicable settlement.

Condemnation has to be initiated to maintain the orderly sequence of events required to meet the construction schedule.

C-22502 - Taylor Creek Farms, Limited Partnership, a California limited partnership, which acquired title as Taylor Creek Farms, a California limited partnership

06-Mad-99-PM 1.81 - Parcel 88750-1, 2 - EA 0H2209.

RWC Date: 01/13/25; RTL Date: 02/24/25; Freeway - proposes to widen SR 99 from four to six lanes and to rehabilitate the existing pavement in Madera County. Authorizes condemnation of land in fee for a State highway, extinguishment of abutter's rights of access, a permanent easement for utility, and an easement for utility purposes to be conveyed to AT&T. Located in the unincorporated area of Madera at 7628 Highway 99. APN 048-190-001.

The public interest and necessity require the proposed project.

The Department prepared a Supplemental Project Report dated April 19, 2022, for the Project Report approved on April 30, 2021. The project is to increase the traffic capacity on Route 99 in Madera, from north of Fresno Madera County line to north of Avenue 12. This project will convert the existing four lane freeway to six lane freeway.

There has been a minor change to the project scope from what was contained in the approved Project Report. The proposed structural section for both the new and the reconstructed traveled lanes has changed from continuous reinforced concrete pavement to hot mix asphalt.

The purpose of this project is to increase capacity, improve connectivity of the highway system by closing six lane gap from PM 1.5 to PM 7.6, and to reduce traffic congestion by adding one lane in each direction. The project would enhance operational improvement and ride quality, while also reducing future preventive maintenance.

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

The Department prepared an IS with MND/EA with FONSI in compliance with CEQA and NEPA for this project that was approved on April 22, 2021. Based on this study, it was determined that the proposed action with the incorporation of the identified mitigation measures will not have a significant effect on the environment.

Four alternatives were considered for this project to complete the improvements: Build alternative 1, 2, and 3 as well as the no-build alternative to cause the least private injury.

The no-build alternative will maintain the existing facility in its present condition. It will not address the deteriorating level of service of the existing facility and will lead to unacceptable facility operation. This alternative will not meet the purpose and need of the project.

Build alternative 1 fulfills the need and purpose of the project by improving the connectivity of the highway system by closing the gap between the north and south segments, which are already built as a six-lane facility. The project will add much-needed capacity in this segment to meet the perceived transportation volume increase to both passenger and freight vehicles, improve truck freight mobility, preserve acceptable facility operations, maintain improved flow, and travel time reliability. The components of build alternatives such as roadway improvements, electrical and traffic systems modifications, drainage systems, and right of way acquisition are chosen such that the project provides maximum benefits to the public and minimum harm to the private landowners.

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Although the project will result in changes to the existing conditions, the design has incorporated avoidance, minimization, and mitigation measures.

Two other alternatives were considered for this project to address the increased congestion, connectivity of the highway system, and acceptable facility operation.

Build alternative 2 would have added three new lanes to the west of the existing SR 99 SB lanes. An additional 80 feet of right of way would have been required to the west to accommodate a median width of 62 feet as per HDM guidance for rural area median width provision per HDM Section 305.1. After the construction of the new SB lanes, the existing SB lanes would have been demolished. The existing NB lanes would have remained with the addition of a third lane along the west side of the existing travel lanes. Additionally, build alternative 2 would have required the construction of up to seven new structures after demolishing the existing structures. Proposed structures would have been built along their existing alignments with longer spans to accommodate the wider roadway, wider median, and higher vertical clearance.

Build alternative 3 is similar to build alternative 2 except that the median width would have been a 42-foot paved median with the acquisition of 60 feet of right of way to the west. Up to seven new structures would have been built after demolishing the existing structures. Proposed structures would have been built along their existing alignments with longer spans to accommodate the wider roadway, wider median, and higher vertical clearance.

The PDT eliminated build alternative 2 and 3 due to excessive cost, too much adverse impact on the environment, and more harm to the private landowners. The team concluded that the alignment shift of both alternatives would not have been consistent with similar improvements to SR 99 to the north and south of this segment. Therefore, the PDT decided to build alternative 1 as the preferred alternative for this project. Furthermore, based on concerns expressed by the Owner, the project requirement for the subject property was reduced by a 10-foot offset to avoid and minimize impacts to irrigation pipelines on the property.

The property rights to be condemned are necessary for the proposed project.

The Owner's property is located at the NW corner of Avenue 7 1/2 and SR 99, in Madera. The parcel cannot be eliminated as it is needed to widen SR 99 from four to six lanes and to rehabilitate the existing pavement in Madera County. The proposed area is needed for the construction of a drainage ditch to accommodate the additional stormwater runoff generated by roadway widening. This area will help store and convey the water to a proposed stormwater basin.

The subject property is 83.35 acres. The acquisition consists of the purchase of 1.32 acres in fee and 13,071 square feet or 0.30 acres in Easement. The parcel improvements for Parcel 88750 include trapezoidal-ditches, roadway widening, and a utility easement for AT&T to relocate their existing utility infrastructure.

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An offer to purchase in accordance with Government Code Section 7267.2 has been made to the Owners of record.

District 6 Right of Way staff completed an appraisal report which was approved by District Right of Way management on March 28, 2023. A District 6 Right of Way agent delivered FWO via email on June 5, 2023, per the Owner's request. A Confirmation of Market Value was provided by District 6 Appraisals on October 8, 2024.

The Owner disagrees with the amount of compensation. The Owner does not want to get an independent appraisal and would prefer to use the condemnation process to determine just compensation. The Agent will continue to address the Owner's concerns and attempt to reach an amicable settlement.

Condemnation has to be initiated to maintain the orderly sequence of events required to meet the construction schedule.

C-22503 - Awadis Manoukian, a single man, as to an undivided 24.5% interest; Garabed Manoukian, a single man, as to an undivided 51% interest; and Mariam Manoukian, a single woman, as to an undivided 24.5% interest;

06-Mad-99-PM 1.96 - Parcel 88751-1 - EA 0H2209.

RWC Date: 01/13/25; RTL Date: 02/24/25; Freeway - proposes to widen SR 99 from four to six lanes and to rehabilitate the existing pavement in Madera County. Authorizes condemnation of land in fee for a State highway, extinguishment of abutter's rights of access, and extinguishment of abutter's rights of access leasehold interest of ODA company, and an easement for utility purposes to be conveyed to AT&T. Located in the unincorporated area of Madera at SE corner of Road 32 and Avenue 8. APN 048-180-001.

The public interest and necessity require the proposed project.

The Department prepared a Supplemental Project Report dated April 19, 2022, for the Project Report approved on April 30, 2021. The project is to increase the traffic capacity on Route 99 in Madera, from north of Fresno Madera County line to north of Avenue 12. This project will convert the existing four lane freeway to six lane freeway.

There has been a minor change to the project scope from what was contained in the approved Project Report. The proposed structural section for both the new and the reconstructed traveled lanes has changed from continuous reinforced concrete pavement to hot mix asphalt.

The purpose of this project is to increase capacity, improve connectivity of the highway system by closing six lane gap from PM 1.5 to PM 7.6, and to reduce traffic congestion by adding one lane in each direction. The project would enhance operational improvement and ride quality, while also reducing future preventive maintenance.

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

The Department prepared an IS with MND/EA with FONSI in compliance with CEQA and NEPA for this project that was approved on April 22, 2021. Based on this study, it was determined that the proposed action with the incorporation of the identified mitigation measures will not have a significant effect on the environment.

Four alternatives were considered for this project to complete the improvements: Build alternative 1, 2, and 3 as well as the no-build alternative to cause the least private injury.

The no-build alternative will maintain the existing facility in its present condition. It will not address the deteriorating level of service of the existing facility and will lead to unacceptable facility operation. This alternative will not meet the purpose and need of the project.

Build alternative 1 fulfills the need and purpose of the project by improving the connectivity of the highway system by closing the gap between the north and south segments, which are already built as a six-lane facility. The project will add much-needed capacity in this segment to meet the perceived transportation volume increase to both passenger and freight vehicles, improve truck freight mobility, preserve acceptable facility operations, maintain improved flow, and travel time reliability. The components of build alternatives such as roadway improvements, electrical and

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traffic systems modifications, drainage systems, and right of way acquisition are chosen such that the project provides maximum benefits to the public and minimum harm to the private landowners. Although the project will result in changes to the existing conditions, the design has incorporated avoidance, minimization, and mitigation measures.

Two other alternatives were considered for this project to address the increased congestion, connectivity of the highway system, and acceptable facility operation.

Build alternative 2 would have added three new lanes to the west of the existing SR 99 SB lanes. An additional 80 feet of right of way would have been required to the west to accommodate a median width of 62 feet as per HDM guidance for rural area median width provision per HDM Section 305.1. After the construction of the new SB lanes, the existing SB lanes would have been demolished. The existing NB lanes would have remained with the addition of a third lane along the west side of the existing travel lanes. Additionally, build alternative 2 would have required the construction of up to seven new structures after demolishing the existing structures. Proposed structures would have been built along their existing alignments with longer spans to accommodate the wider roadway, wider median, and higher vertical clearance.

Build alternative 3 is similar to build alternative 2 except that the median width would have been a 42-foot paved median with the acquisition of 60 feet of right of way to the west. Up to seven new structures would have been built after demolishing the existing structures. Proposed structures would have been built along their existing alignments with longer spans to accommodate the wider roadway, wider median, and higher vertical clearance.

The PDT eliminated build alternative 2 and 3 due to excessive cost, too much adverse impact on the environment, and more harm to the private landowners. The team concluded that the alignment shift of both alternatives would not have been consistent with similar improvements to SR 99 to the north and south of this segment. Therefore, the PDT decided on build alternative 1 as the preferred alternative for this project. Furthermore, based on concerns expressed by the Owner, the project requirement for the subject property was reduced by a 10-foot offset to avoid and minimize impacts to irrigation pipelines on the property.

The property rights to be condemned are necessary for the proposed project.

The Owner's property is located at the SW corner of Avenue 8 and SR 99, in Madera. The parcel cannot be eliminated as it is needed to widen SR 99 from four to six lanes and to rehabilitate the existing pavement in Madera County. The proposed area is needed for the construction of a drainage ditch to accommodate the additional stormwater runoff generated by roadway widening. This area will help store and convey the water to a proposed stormwater basin.

The subject property consists of 44.70 acres. The acquisition consists of the purchase of 0.35 acres in fee. The parcel improvements for Parcel 88751 include trapezoidal-ditches and roadway widening. The project cannot be constructed without this property.

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An offer to purchase in accordance with Government Code Section 7267.2 has been made to the Owners of record.

District 6 Right of Way staff completed an appraisal report which was approved by District Right of Way management on October 11, 2023. A District 6 Right of Way agent delivered the FWO via email and certified mail on January 8, 2024, per the Owners' request. A Confirmation of Market Value was provided by District 6 Appraisals on October 8, 2024.

The Owners do not agree with the amount of compensation. They have not provided a counteroffer, nor have they been willing to obtain an independent appraisal. Negotiations are at an impasse. The Agent will continue to negotiate for an amicable settlement.

Condemnation has to be initiated to maintain the orderly sequence of events required to meet the construction schedule.

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C-22504 - A & L Partida, LLC, a California limited liability company

06-Tul-216-PM 6.90 - Parcel 88950-1- EA 1C0909.

RWC Date: 05/15/25; RTL Date: 07/24/25; Conventional highway— proposes to upgrade a section of SR 216 in the town of Ivanho. Authorizes condemnation of a TCE for sidewalk construction.

Located in the unincorporated area of Ivanhoe at 32717 Road 160.

APN 107-133-027.

The public interest and necessity require the proposed project.

This project proposes to upgrade a section of SR 216 in the town of Ivanhoe, by providing a Safe Route to School, including ADA pedestrian facilities, that will connect one part of the community to another. Project features include sidewalks, at-grade sidewalks over two railroad tracks, a driveway, a bus transit turnout and pedestrian pad, a realignment of a nearby local road, relocating drainage systems, and enhancing lighting in nearby areas. Included in the project are Complete Streets elements such as a shared-use pathway, bike parking, transit stops, wider sidewalks, and nine ADA curb ramps.

The purpose of this project is to improve pedestrian and bicycle safety as a part of the state's Active Transportation Program. The project will provide a long-term solution to the sidewalk gap issue of residents, mainly elementary students, walking and biking unsafely from a heavily residential area in southern Ivanhoe to the nearby elementary school. The gap, which extends about 1,050 feet, also crosses two railroad tracks that are not safe, since there is no sidewalk. The route to school is unsafe and there needs to be a long-term solution to this problem for this underserved community. No attention has been given to this issue for many years, so this project will help beautify the town of Ivanhoe and provide the residents with a safer and convenient route to school.

Proposed improvements are needed to create a more comfortable and safer route and for the protection of bicyclists and pedestrians. Improvements are needed such as a simple sidewalk, so that commuters are protected from fast-moving traffic. Curb ramps are needed, so that ADA users have a safe and smooth transition from sidewalks to street levels. Missing curb ramps and sidewalks within the gap warrant the proposed improvements. Community-based improvements to multimodal transportation facilities are needed along SR 216 and further north to the elementary school. In the gap, there aren't any compliant facilities for pedestrians, cyclists, and transit riders in the community of Ivanhoe. This "severely disadvantaged community" is a small town with a population of 4,495, which makes it possible for pedestrians and cyclists to travel short distances to their destinations.

By adding sidewalks, this project addresses both safety and pedestrian issues including reducing traffic flow, safer street crossings, safer railroad crossings, and no gaps between sidewalks. The Tulare county has a project that will help close the gap in collaboration with this project. The Ivanhoe sidewalk project will start at the elementary school and will connect at the Tulare County elementary school near the Depot Drive re-alignment, which is not adjacent to the parcel. Tulare residents support these projects for the good of the community. The Depot Drive Road re-alignment in the Tulare County project will also improve a segment to the North by re-aligning Depot Drive, which re-routes vehicular traffic and helps increase pedestrian safety as they cross the SR 216/Avenue 328 intersection.

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

The Department prepared an ISMND/ FONSI for this project. Based on this study, it was determined that the proposed action with the incorporation of the identified mitigation measures will not have a significant effect on the environment. The ISMND/EA with FONSI was prepared and signed on December 5, 2022, for the project.

Two alternatives were considered for this project to complete the improvements: build or no-build, with the intention of causing the least private injury.

The no-build alternative will maintain the existing facility in its present condition. The no-build alternative will not address the lack of infrastructure and will continue to be unsafe for pedestrians, such as students and bicyclists. The no-build alternative will not meet the purpose and need of the project.

The build alternative 1 will satisfy the purpose and need of the project because it will add a safer commute connection by joining the north and south segments and improve deficiencies such as long travel time, unsafe crosswalks, unsafe pedestrian refuge at the transit stop, unsafe flow of traffic at the intersection, and non-existing Complete Street Features. Pedestrians will be able to utilize Complete Street elements, such as 10-foot sidewalks when commuting to their destination and when crossing the railroad track. Some pedestrians cross the tracks using the existing narrow shoulders, as small as 1 foot, and others cross the railroad tracks at dangerous locations. Although the build alternative will result in changes to existing conditions, the changes will not be substantial with the incorporation of avoidance, minimization, and mitigation measures.

The build alternative also fulfills the need and purpose of the studies by improving other elements. The other components of this build alternative are traffic sign modifications and drainage system improvements. Drainage inlets will need to be relocated for the collection of stormwater, due to the installation of curbs and gutters for sidewalks. The current drainage systems consist of three drainage inlets and two basins. Two of the drainage inlets will only be relocated, which will not impact the nearby business Owner, and the runoff will be collected in the existing basins.

The project's construction activities will have a staging area to provide the minimum amount of disruption and inconvenience to residents and businesses. Only the local road at Depot Drive will be closed temporarily.

The property rights to be condemned are necessary for the proposed project.

The Owner's property is located at 32717 Road 160, in Ivanhoe. The project requires 4,402 square foot TCE on a 48,351 square foot parcel. This parcel is required for the construction of a pedestrian sidewalk that will be State right of way. The TCE is required to build the sidewalk and is the minimum amount of space needed for construction.

The Owner's parcel 88950, is on the west side of SR 216 between Rosaline Road and Avenue 327. This parcel in question will be affected on the east side of the parcel adjacent to SR 216 and there are several housings and agricultural land that will not be affected by this project. The construction of the sidewalk location is the best possible location in terms of stormwater runoff, minimizing cost, and reducing impact on existing facilities. Otherwise, flooding may be expected on the Owner's property.

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The TCE is necessary to construct the access driveway to the store parking lot.

An offer to purchase in accordance with Government Code Section 7267.2 has been made to the Owners of record.

District 6 Right of Way staff completed an appraisal report which was approved by District Right of Way management on March 19, 2024. A District 6 Right of Way agent delivered the FWO via email on May 2, 2024, per the Owner's request.

The property Owner voiced concerns regarding the project impacting his parking lot. Currently, there is a supermarket located on the premises and a total of 43 parking stalls. This project will impact about fifteen of the parking stalls located in front of the property. The Owner requested that we leave at least 5 parking spots. After discussions with Design, it has been determined that leaving parking spaces isn't an option. The Agent will continue to work with the Owner to address their concerns and reach an amicable settlement.

Condemnation must be initiated to maintain the orderly sequence of events required to meet the construction schedules.

C-22505 - Marlin C. Murray and Geneva A. Murray, Trustees under the Marlin C. Murray and Geneva A. Murray Family Trust, established October 14, 2019

06-Tul-190-PM 21.10 - Parcel 89168-1 - EA 1C7109.

RWC Date: 07/15/25; RTL Date: 08/15/25; Conventional highway - reconstruct southern leg roundabout. Authorizes condemnation of land in fee for a State highway. Located near the city of Porterville at SE corner of SR 190 at Road 284. APN 282-070-043.

The public interest and necessity require the proposed project.

The Department developed a Conceptual Report, dated 3/18/21, for the mitigation of heavy flooding at the SE corner of SR 190 and Road 284 near the City of Porterville. The project proposes to improve the roadway drainage along this leg of the roundabout and to mitigate flooding during heavy rain events. The proposed work includes constructing a drainage basin, trapezoidal ditches, culverts, and relocation of closed-circuit television systems on the SE and SW of the Road 284 leg of the Roundabout.

The purpose of this project is to reduce flooding and drainage issues that currently affect the southern leg of the Road 284 and SR 190 roundabout.

Without this project, large scale flooding will continue and potentially create traffic issues as well as possible collisions.

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

An ED was prepared and signed on September 15, 2022, for this project. The ED is a CE under the CEQA. The approved CE determined that the proposed project is exempt from further study under the as the project scope falls under Class Exemption 3: New Construction or Conversion of Small Structures.

The flows affecting the roundabout are generated from large upstream watershed draining from the SE to the Tule River. The watershed generates a large amount of silt which fills the conveyance ditches along SR 190 and Road 284. The purpose of the drainage basin is to function as a silt collection area and provide some peak flow attenuation. The proposed basin has been reduced to a minimum size that will accommodate the removal of silt from the bottom of the basin. The depth of the basin will allow the construction of two cross culverts under Road 284 to better utilize the existing culvert draining towards the Tule River. While the proposed project will eliminate flooding for the smaller more frequent events.

If drainage improvements are not constructed, flooding on the roadway and pedestrian areas will continue at various locations within the project limits. This will impact the safety of the traveling public, increase the exposure of maintenance workers to moving traffic, and increase overall future maintenance costs.

The property rights to be condemned are necessary for the proposed project.

The Owner's property is located at the SE corner of SR 190 and Avenue 284 near Porterville. The proposed acquisition will encompass a drainage basin that is necessary to improve the roadway drainage along the southern leg of said intersection.

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The subject property consists of 3.85 acres according to the Department appraisal map. The acquisition consists of the purchase of 0.42 acres in fee. The remainder parcel will consist of 3.43 acres.

In addition to drainage improvements, the project increases safety and long-term maintenance issues by mitigation of flooding in the area. The project improvements for this project cannot be constructed without acquiring this property.

An offer to purchase in accordance with Government Code Section 7267.2 has been made to the Owners of record.

District Right of Way staff completed an appraisal report which was approved by District Right of Way management on March 30, 2023. Due to the Owner's schedule, the District Right of Way Agent wasn't able to deliver the FWO until May 16, 2023.

The Owner requested that the proposed acquisition for a planned drainage basin be relocated to a different location. The Agent met with the Department's Design team to discuss the Owner's request and found that the location for the basin was selected by the design team based on the project design and to alleviate drainage issues in the area and cannot be relocated. The Design team has done sufficient studies to support the selected location.

Additionally, the property Owner disagreed with the State's offer of just compensation and has obtained an independent appraisal. Said independent appraisal was provided to the Agent on October 19, 2023.

The Department reviewed the independent appraisal submitted and did not agree with the findings of the independent appraisal and the Department is unable to relocate the proposed drainage basin.

The Owner has obtained legal representation as they disagree with the proposed partial acquisition and the offered amount of just compensation.

Negotiations for an amicable settlement are ongoing but are currently at an impasse due to the amount of compensation.

Condemnation has been initiated to maintain the orderly sequence of events required to meet the construction schedules.

C-22506 - Los Angeles County Flood Control District

07-LA-1-PM 7.16-- Parcel 81932-1, 2-- EA 346109.

RWC Date: 12/27/24; RTL Date: 01/03/25. Conventional highway-- seismic retrofit of bridges and replacement of bridge railings. Authorizes condemnation of a permanent easement for State highway purposes and a temporary easement for construction purposes. Located in the city of Long Beach at the Los Angeles River Channel adjacent to and south of SR 1 and east of Interstate 710 (I-710). APN 7271-001-905.

The public interest and necessity require the proposed project.

This project proposes to seismically retrofit the Los Angeles River Bridge and De Forest Avenue Under Crossing (UC) in a safe and cost-effective manner to preserve its structural integrity. The project will also upgrade the existing non-standard barrier rail to Type 732SW/836 Modified Concrete Barrier to comply with the latest Manual for Assessing Safety Hardware (MASH) standards, enhancing safety for the traveling public. Addressing the identified seismic vulnerabilities and replacing outdated railings is crucial to prevent potential structural failures, thereby safeguarding the traveling public and ensuring that these structures meet current safety requirements.

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

A CE/CE pursuant to CEQA and NEPA was completed and approved in April 2022 for this project, and a Hazardous Waste Assessment was also completed in September 2021.

The project report evaluated two alternatives: the build alternative and the no-build alternative. The build alternative, selected as the preferred option, involves retrofitting the Los Angeles River Bridge and De Forest UC to address seismic vulnerabilities and upgrade railings, ensuring safety and compliance with current standards. The no-build alternative, which leaves existing structural deficiencies unaddressed, was rejected due to potential safety risks and future emergency repair costs. The build alternative was chosen because it enhances safety, extends the lifespan of the structures, and minimizes long-term risks to the traveling public.

The PDT evaluated several construction strategies, including accessing the bridge deck from the top, which would have required long-term lane closures, leading to major disruptions for the traveling public. To avoid these impacts, the project team selected an alternative approach that involves accessing the work areas from underneath the bridge using a suspended platform. This method eliminates the need for prolonged lane closures, minimizes traffic impacts, and limits construction activities to the immediate project area, thereby reducing both public inconvenience and the potential need for additional property acquisitions. This approach ensures that the project achieves its safety and structural goals while keeping private and public disruptions to a minimum.

Additionally, the original right-of-way requirements from this property were revised twice to minimize the overall impact on the property.

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The property rights to be condemned are necessary for the proposed project.

The larger parcel is 8.9 acres and is situated over and adjacent to the Los Angeles River and the surrounding river basin area in the city of Long Beach. The project requires 9,198 square feet of highway easement (HE) and 13,828 square feet for a TCE. These easements are necessary to access the work areas, operate construction equipment, and accommodate the bridge's footprint. Additionally, the HE is required for future maintenance and inspection of the bridge. Without acquiring these easements, the bridge improvements cannot be safely constructed or maintained, making them critical for completing the project as planned.

An offer to purchase in accordance with Government Code Section 7267.2 has been made to the Owners of record.

A staff appraisal that established just compensation was approved by District 7 Right of Way management on November 14, 2023. On November 16, 2023, the FWO of just compensation was sent via email to the Owner, Los Angeles County Flood Control District (LACFCD), as requested and was confirmed as received.

Due to subsequent revisions in the right-of-way requirements, the original staff appraisal was revised twice. On July 12, 2024, a first revised offer, based on the first MOA, was sent to LACFCD, followed by a second revised offer based on the second MOA, which was emailed to LACFCD on September 23, 2024. Both revised offers were confirmed as received.

Despite numerous follow-up discussions, LACFCD has indicated that they will not consider signing a contract until the required 408 permit from the United States (U.S.) Army Corps of Engineers is obtained. The District will continue to pursue the 408 permit and work towards an amicable settlement; however, the 408 permit process is time-consuming.

Condemnation has been initiated to maintain the orderly sequence of events required to meet construction schedules.

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C-22507 - Los Angeles County Flood Control District, a body corporate and politic
07-LA-1-PM 7.16 - Parcel 81933-1, 2 - EA 346109.

RWC Date: 12/27/24; RTL Date: 01/03/25. Conventional highway - seismic retrofit of bridges and replacement of bridge railings. Authorizes condemnation of a permanent easement for State highway purposes and a temporary easement for construction purposes. Located in the city of Long Beach at Los Angeles River Channel adjacent to and north of SR 1 and east of I-10. APN 7202-023-903.

The public interest and necessity require the proposed project.

This project proposes to seismically retrofit the Los Angeles River Bridge and De Forest Avenue UC in a safe and cost-effective manner to preserve its structural integrity. The project will also upgrade the existing non-standard barrier rail to Type 732SW/836 Modified Concrete Barrier to comply with the latest MASH standards, enhancing safety for the traveling public. Addressing the identified seismic vulnerabilities and replacing outdated railings is crucial to prevent potential structural failures, thereby safeguarding the traveling public and ensuring that these structures meet current safety requirements.

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

A CE/CE pursuant to CEQA and NEPA was completed and approved in April 2022 for this project, and a Hazardous Waste Assessment was also completed in September 2021.

The project report evaluated two alternatives: the build alternative and the no-build alternative. The build alternative, selected as the preferred option, involves retrofitting the Los Angeles River Bridge and De Forest Avenue UC to address seismic vulnerabilities and upgrade railings, ensuring safety and compliance with current standards. The no-build alternative, which leaves existing structural deficiencies unaddressed, was rejected due to potential safety risks and future emergency repair costs. The build alternative was chosen because it enhances safety, extends the lifespan of the structures, and minimizes long-term risks to the traveling public.

The PDT evaluated several construction strategies, including accessing the bridge deck from the top, which would have required long-term lane closures, leading to major disruptions for the traveling public. To avoid these impacts, the project team selected an alternative approach that involves accessing the work areas from underneath the bridge using a suspended platform. This method eliminates the need for prolonged lane closures, minimizes traffic impacts, and limits construction activities to the immediate project area, thereby reducing both public inconvenience and the potential need for additional property acquisitions. This approach ensures that the project achieves its safety and structural goals while keeping private and public disruptions to a minimum.

Additionally, the original right-of-way requirements from this property were revised twice to minimize the overall impact on the property.

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The property rights to be condemned are necessary for the proposed project.

The larger parcel is 19.26 acres and is situated over and adjacent to the Los Angeles River and the surrounding river basin area in the city of Long Beach. The project requires 6,503 square feet of HE and 4,029 square feet for a TCE. These easements are necessary to access the work areas, operate construction equipment, and accommodate the bridge's footprint. Additionally, the HE is required for future maintenance and inspection of the bridge. Without acquiring these easements, the bridge improvements cannot be safely constructed or maintained, making them critical for completing the project as planned.

An offer to purchase in accordance with Government Code Section 7267.2 has been made to the Owners of record.

A staff appraisal that established just compensation was approved by District 7 Right of Way management on November 7, 2023. On November 16, 2023, the FWO of just compensation was sent via email to the Owner, LACFCD, as requested and was confirmed as received.

Due to subsequent revisions in the right-of-way requirements, the original staff appraisal was revised twice. On July 22, 2024, a first revised offer, based on the first MOA, was sent to LACFCD, followed by a second revised offer based on the second MOA, which was emailed to LACFCD on September 23, 2024. Both revised offers were confirmed as received.

Despite numerous follow-up discussions, LACFCD has indicated that they will not consider signing a contract until the required 408 permit from the U.S. Army Corps of Engineers is obtained. The District will continue to pursue the 408 permit and work towards an amicable settlement; however, 408 permit process is time-consuming.

Condemnation has been initiated to maintain the orderly sequence of events required to meet construction schedules.

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C-22508 - The City of Los Angeles, a Municipal Corporation of the State of California
07-LA-1-PM 0.00 - Parcel 81937-1 - EA 320909.

RWC Date: 02/28/25; RTL Date: 03/28/25. Conventional highway - upgrade bridge railing and widen bridge width. Authorizes condemnation of a temporary easement for ingress and egress purposes. Located in the city of Long Beach on the NB side of Pacific Coast Highway near the San Gabriel River Bridge. APN 7237-020-280.

The public interest and necessity require the proposed project.

This project proposes to upgrade the San Gabriel River Bridge and adjoining roadway to enhance safety and ensure compliance with current structural and traffic standards. The project addresses safety deficiencies caused by non-standard bridge railings, insufficient bridge width, and lack of adequate pedestrian infrastructure. If these issues are not corrected, the bridge's structural integrity could be compromised, and the safety of motorists and pedestrians would be at risk, particularly in the event of increased traffic loads or seismic activity. Failure to implement these improvements could lead to further deterioration of the bridge, resulting in costly emergency repairs and increased risk to public safety.

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

An IS/MND and an EA/FONSI pursuant to the CEQA and the NEPA were completed in July 2022 for this project, and a Hazardous Waste Assessment was also completed in March 2022.

The project report evaluated three alternatives: no-build alternative 1, build alternative 2, and build alternative 3. The build alternative 3, selected as the preferred alternative, involves widening the San Gabriel River Bridge, upgrading the existing non-standard railings to meet current standards, and adding pedestrian infrastructure. This alternative was selected because it addresses safety deficiencies while minimizing right of way impacts on surrounding properties. Additionally, it has less impact on the existing utilities and the environment compared to build alternative 2, making it the most efficient and least disruptive option. The build alternative 2 proposes a more extensive bridge widening that would require a larger right of way acquisition and result in additional impacts on adjacent properties. This alternative was rejected due to the increased right-of-way impacts and higher costs. Lastly, the no-build alternative 1 would leave existing safety hazards and structural deficiencies unaddressed, posing long-term risks to the traveling public and higher future maintenance costs.

The property rights to be condemned are necessary for the proposed project.

The larger parcel is located on the NB side of Pacific Coast Highway near the San Gabriel River Bridge in the city of Long Beach. This 19,439 square foot irregular-shaped parcel borders Orange County to the south and other publicly owned properties being utilized as part of the flood control channel to the north, NW, and west and is situated near the Pacific Ocean to the SW. Only the northeasterly portion of the parcel is improved as a flood control facility. The parcel is a part of the overall river channel providing flood control protection to the area. The project requires 3,054 square feet of a Temporary Access Easement (TAE) from the Owner's property, located adjacent to the San Gabriel River Bridge. The TAE is needed to

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provide access to the construction area. Without acquiring this easement, the proposed bridge improvements cannot be constructed.

An offer to purchase in accordance with Government Code Section 7267.2 has been made to the Owners of record.

A staff appraisal that established just compensation was approved by District 7 Right of Way management on August 19, 2024. On August 30, 2024, the FWO of just compensation was sent via certified mail to the Owner and confirmed as received on September 6, 2024. Per the Owner's preference, all communications have taken place via phone and email. The Owner has indicated their review and approval process typically takes 12 to 15 months and that they might also pursue an independent appraisal.

Although District Right of Way will continue to engage with the Owner in pursuit of a negotiated agreement due to their lengthy and time-consuming internal review process, the Department must pursue a friendly condemnation proceeding as a parallel path with continued negotiations.

Condemnation has been initiated to maintain the orderly sequence of events required to meet construction schedules.

C-22509 - G. F. Block

07-LA-1-PM 7.10 - Parcel 85956-1 - EA 346109.

RWC Date: 12/27/24; RTL Date: 01/03/25. Conventional highway - seismic retrofit of bridges and replacement of bridge railings. Authorizes condemnation of a permanent easement for State highway purposes. Located in the city of Long Beach at the Los Angeles River Channel adjacent to and north of SR 1 and east of I-710. APN 7202-023-903.

The public interest and necessity require the proposed project.

This project proposes to seismically retrofit the Los Angeles River Bridge and De Forest Avenue UC in a safe and cost-effective manner to preserve its structural integrity. The project will also upgrade the existing non-standard barrier rail to Type 732SW/836 Modified Concrete Barrier to comply with the latest MASH standards, enhancing safety for the traveling public. Addressing the identified seismic vulnerabilities and replacing outdated railings is crucial to prevent potential structural failures, thereby safeguarding the traveling public and ensuring that these structures meet current safety requirements.

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

A CE/CE pursuant to CEQA and NEPA was completed and approved in April 2022 for this project, and a Hazardous Waste Assessment was also completed in September 2021.

The project report evaluated two alternatives: the build alternative and the no-build alternative. The build alternative, selected as the preferred option, involves retrofitting the Los Angeles River Bridge and De Forest Avenue UC to address seismic vulnerabilities and upgrade railings, ensuring safety and compliance with current standards. The no-build alternative, which leaves existing structural deficiencies unaddressed, was rejected due to potential safety risks and future emergency repair costs. The build alternative was chosen because it enhances safety, extends the lifespan of the structures, and minimizes long-term risks to the traveling public.

The PDT evaluated several construction strategies, including accessing the bridge deck from the top, which would have required long-term lane closures, leading to major disruptions for the traveling public. To avoid these impacts, the project team selected an alternative approach that involves accessing the work areas from underneath the bridge using a suspended platform. This method eliminates the need for prolonged lane closures, minimizes traffic impacts, and limits construction activities to the immediate project area, thereby reducing both public inconvenience and the potential need for additional property acquisitions. This approach ensures that the project achieves its safety and structural goals while keeping private and public disruptions to a minimum.

The property rights to be condemned are necessary for the proposed project.

The larger parcel is 19.26 acres and is situated over and adjacent to the Los Angeles River and the surrounding river basin area in the city of Long Beach and is currently used as part of the flood control channel. The project requires 1,974 square feet of HE. This easement is necessary to accommodate the footprint of the bridge improvements, including retrofitting and deck widening. Additionally, the easement is required for future maintenance and inspection of

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the bridge. Without acquiring this easement, the bridge improvements cannot be safely constructed or maintained, making it critical for completing the project as planned.

An offer to purchase in accordance with Government Code Section 7267.2 has been made to the Owners of record.

A staff appraisal that established just compensation was approved by District 7 Right of Way management on September 26, 2024. However, there is a dispute regarding title to the subject property and identification of the vested Owner. The litigation guarantee dated May 14, 2024, lists LACFCD as the vested Owner. LACFCD, however, confirmed that they only hold an easement interest for flood control purposes, and the underlying fee Ownership belongs to G. F. Block, as established in a 1939 condemnation proceeding. Due to this Ownership issue, the District decided to proceed with condemnation using an unsegregated offer to both the underlying fee Owner and LACFCD.

The unsegregated FWO of just compensation was sent via email to LACFCD on September 30, 2024, as requested and was confirmed as received. With respect to the underlying fee Owner, and despite reasonable diligence, the District could not locate G. F. Block or any heirs. Reasonable due diligence attempts performed by the District included the following:

- 1) Conducted online searches using available tools.
- 2) Utilized the professional people search service, Westlaw.
- 3) Reviewed real estate, death, and notary records at the LA County Recorder's Office.
- 4) Contacting the Secretary of State's Office to check notary records.
- 5) Checking the case file for LACFCD's condemnation of the easement from G. F. Block and the probate records at the LA County Superior Court's Archives and Records Center.
- 6) Searched the U.S. Census records from the early 1930's through Ancestry.com.

As all of the above efforts proved unsuccessful in locating the property Owners, the District has not been able to make the FWO of just compensation to G. F. Block.

Government Code Section 7267.2 states in part that "... the public entity shall make an offer to the Owner or Owners of record to acquire the property for the full amount so established *unless the Owner cannot be located with reasonable diligence.*" Therefore, Government Code Section 7267.2 has been met by the district's reasonable diligence as described above, in attempting to locate the Owner of record.

Because the District was unable to locate the underlying fee Owner, condemnation appears to be the only viable option to acquire the required right of way from the subject property.

Condemnation has been initiated to maintain the orderly sequence of events required to meet construction schedules.

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C-22510 - BEST CALIFORNIA GAS, LTD., a California limited partnership

08-SBd-38-PM 0.16 - Parcel 25890-1, 2, 3 - EA 1K9409.

RWC Date: 03/10/25; RTL Date: 03/24/25. Conventional highway - pavement rehabilitation, upgrading of curb ramps and TMS elements, new ADA curb ramps, install fiber optic cable, bus ramps, sidewalks, and construct pedestrian and bicycle infrastructure. Authorizes condemnation of land in fee for a State highway, a temporary easement for construction purposes, and underlying fee. Located in the city of Redlands at 902 Orange Street. APN 0169-072-17.

The public interest and necessity require the proposed project.

The project is located on SR 38, in San Bernardino County, in the City of Redlands, from PM 0.0 at I-10/SR 38) separation to PM 1.3 near the intersection of Lugonia Avenue and Occidental Drive, and on the spur for SR 38 from PM S0.37 at the intersection of Orange Street and Colton Avenue, to PM S0.597 at the intersection of 6th Street and Pearl Avenue, and on the spur for SR 38 from PM S0.598 at the intersection of Pearl Avenue and Eureka Street, continuing easterly along Pearl Avenue, and then northerly along Orange Street to PM S0.86. The proposed scope of work for the project consists of milling and overlaying the existing AC pavement with Rubberized Hot Mix Asphalt-Gap Graded (RHMA-G), localized dig outs, construction of concrete bus pads; upgrading existing curb ramps to comply with ADA standards, relocating and upgrading Pedestrian Push Buttons (PPB) to Accessible Pedestrian Signal (APS) buttons; installing and repairing existing sidewalks; removing mountable curbs and replacing them with standard curbs; adding Class II and Class IV bike facilities, and upgrading Traffic Electrical elements including relocating or installing new traffic signal poles, new APS, new PPB posts, electrical controller cabinets, installing Video Image Vehicle Detection Systems (VIVDS), and TMS elements.

As per the Department's 2018 Pavement Condition Report (PaveM), the condition of the pavement within the project limits exhibits minor distress with poor ride quality. Alligator cracking and raveling are indicated in the current pavement condition report along the mainline and spur. If left uncorrected, the pavement will continue to deteriorate, requiring a major roadway rehabilitation. Several aspects of the pedestrian facilities within the project limits require upgrading to current ADA standards and DIB 82-06 guidelines. Additional deficiencies at these locations include missing sidewalks; curb ramps with non-standard slopes; lack of Detectable Warning Surfaces (DWS) and/or deteriorated DWS; and improperly located push buttons. Furthermore, some traffic signals, cabinets, and pedestrian heads within the project limits do not meet current standards and will be upgraded.

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

A CE/CE pursuant to CEQA and NEPA was completed and approved on October 25, 2023. An Initial Site Assessment for hazardous waste was completed. Other studies included impacts to air quality, biological and cultural resources, noise, and stormwater.

The build alternative will cold plane and overlay existing pavement at various locations. In addition, the proposed improvements include (but are not limited to) pavement widening along WB Lugonia Avenue, reconstructing existing curb ramps to comply with the current ADA

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standards per DIB 82-06, construct new curb ramps at identified locations, upgrade existing curb and gutter, reconstruct curb and gutter, valley gutters, and drainage facilities were impacted by project improvements, construct sidewalk gap closures along Lugonia Avenue.

To minimize the impact of the project scope on private properties, the project was designed with the least necessary acquisition areas to build the proposed improvements. Non-standard design measures included utilizing non-standard curb returns/truck turning movements at all intersections within the route, as well as utilizing non-standard sight distances at various locations in the project. These measures significantly reduced the private property necessary for the project, and specifically at the subject location.

The property rights to be condemned are necessary for the proposed project.

The subject property is located in the city of Redlands at 902 Orange Street, adjacent to SR 38. The property consists of 12,678 square feet and is improved with retail stores. This project requires 6 square feet of fee from the Owner's property adjacent to the State right of way which is necessary to construct curb ramps and sidewalks to meet ADA standards. Underlying fee within the adjacent SR 38 is also required to perfect the State's Ownership of the highway. A 20 square foot temporary easement is also necessary to allow the contractor a sufficient work area to construct the new ADA curb ramps and sidewalks in the State right of way. The proposed project improvements cannot be constructed without acquiring a portion of the Owner's property.

An offer to purchase in accordance with Government Code Section 7267.2 has been made to the Owners of record.

A staff appraisal that established just compensation was approved by District 8 Right of Way management on May 13, 2024. On June 26, 2024, the FWO of just compensation was sent certified mail to the property Owner at the subject property on June 26, 2024. The offer was acknowledged as received by the Owner on September 5, 2024. Negotiations are ongoing, but the Department and the Owners are currently at an impasse due to compensatory issues.

Condemnation has been initiated to maintain the orderly sequence of events required to meet construction schedules.

C-22511 - MARK WINGO AND TINA WINGO, HUSBAND AND WIFE AS JOINT TENANTS
08-SBd-38-PM 0.83 - Parcel 25902-1, 2, 3 - EA 1K9409.

RWC Date: 03/10/25; RTL Date: 03/24/25. Conventional highway - Pavement rehabilitation, upgrading of curb ramps and TMS elements, new ADA curb ramps, install fiber optic cable, bus ramps, sidewalks, and construct pedestrian and bicycle infrastructure. Authorizes condemnation of land in fee for a State highway, a temporary easement for construction purposes, and underlying fee. Located in the city of Redlands at 1250 Tribune Street. APN 0167-264-01.

The public interest and necessity require the proposed project.

The project is located on SR 38, in San Bernardino County, in the City of Redlands, from PM 0.0 at I-10/SR 38 separation to PM 1.3 near the intersection of Lugonia Avenue and Occidental Drive, and on the spur for SR 38 from PM S0.37 at the intersection of Orange Street and Colton Avenue, to PM S0.597 at the intersection of 6th Street and Pearl Avenue, and on the spur for SR 38 from PM S0.598 at the intersection of Pearl Avenue and Eureka Street, continuing easterly along Pearl Avenue, and then northerly along Orange Street to PM S0.86. The proposed scope of work for the project consists of milling and overlaying the existing AC pavement with RHMA-G, localized dig outs, construction of concrete bus pads; upgrading existing curb ramps to comply with ADA standards, relocating and upgrading PPB to APS buttons; installing and repairing existing sidewalks; removing mountable curbs and replacing them with standard curbs; adding Class II and Class IV bike facilities, and upgrading Traffic Electrical elements including relocating or installing new traffic signal poles, new APS, new PPB posts, electrical controller cabinets, installing VIVDS, and TMS elements.

As per the Department's 2018 PaveM, the condition of the pavement within the project limits exhibits minor distress with poor ride quality. Alligator cracking and raveling are indicated in the current pavement condition report along the mainline and spur. If left uncorrected, the pavement will continue to deteriorate, requiring a major roadway rehabilitation. Several aspects of the pedestrian facilities within the project limits require upgrading to current ADA standards and DIB 82-06 guidelines. Additional deficiencies at these locations include missing sidewalks; curb ramps with non-standard slopes; lack of DWS and/or deteriorated DWS; and improperly located push buttons. Furthermore, some traffic signals, cabinets, and pedestrian heads within the project limits do not meet current standards and will be upgraded.

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

A CE/CE pursuant to CEQA and NEPA was completed and approved on October 25, 2023. An Initial Site Assessment for hazardous waste was completed. Other studies included impacts to air quality, biological and cultural resources, noise, and stormwater.

The build alternative will cold plane and overlay existing pavement at various locations. In addition, the proposed improvements include (but are not limited to) pavement widening along WB Lugonia Avenue, reconstructing existing curb ramps to comply with the current ADA standards per DIB 82-06, construct new curb ramps at identified locations, upgrade existing curb and gutter, reconstruct curb and gutter, valley gutters, and drainage facilities were impacted by project improvements, construct sidewalk gap closures along Lugonia Avenue.

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To minimize the impact of the project scope on private properties, the project was designed with the least necessary acquisition areas to build the proposed improvements. Non-standard design measures included utilizing non-standard curb returns/truck turning movements at all intersections within the route, as well as utilizing non-standard sight distances at various locations in the project. These measures significantly reduced the private property necessary for the project, and specifically at the subject location.

The property rights to be condemned are necessary for the proposed project.

The subject property is located in the city of Redlands at 1250 Tribune Street, adjacent to SR 38. The property consists of 13.374 square feet and is improved with multi-family residential units, a parking garage, and miscellaneous landscaping. None of the improvements will be impacted by the project. This project requires 99 square feet of fee from the Owner's property adjacent to the State right of way which is necessary to construct curb ramps, sidewalks, and driveways to meet ADA standards. Underlying fee within the adjacent SR 38 is also required to perfect the State's Ownership of the highway. A 77 square foot temporary easement is also necessary to allow the contractor a sufficient work area to construct the new ADA curb ramps, sidewalks, and driveways in the State right of way. The proposed project improvements cannot be constructed without acquiring a portion of the Owner's property.

An offer to purchase in accordance with Government Code Section 7267.2 has been made to the Owners of record.

A staff appraisal that established just compensation was approved by District 8 Right of Way management on July 18, 2024. On July 23, 2024, per the property Owners request, the FWO of just compensation was sent via certified mail and electronic mail. Subsequent to the FWO, the District has followed up with the property Owners numerous times through electronic mail, phone calls, mail, and in-person visits. However, the Owners have been non-responsive to the District's repeated attempts to negotiate. Attempts to negotiate will continue, but the Department and the Owners are currently at an impasse due to lack of communication from Owners.

Condemnation has been initiated to maintain the orderly sequence of events required to meet construction schedules.

Attachments

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TRANSPORTATION COMMISSION
RESOLUTION NO.

C-22481

CALIFORNIA TRANSPORTATION COMMISSION
AMENDED RESOLUTION OF NECESSITY
TO ACQUIRE CERTAIN REAL PROPERTY
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
HIGHWAY 01-Hum-101-PM 89.44 PARCEL 13394-1, 2
OWNER: RAYMOND FRANK CHRISTIE A MARRIED MAN AS HIS SOLE AND
SEPARATE PROPERTY

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

Resolution of Necessity Number C-22422, adopted on June 27, 2024 is being
amended to add references to Code of Civil Procedure Section 1240.510, and now reads
as follows:

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

APPROVED AS TO FORM AND PROCEDURE

APPROVAL RECOMMENDED

Attorney, Department of Transportation

DIVISION OF RIGHT OF WAY

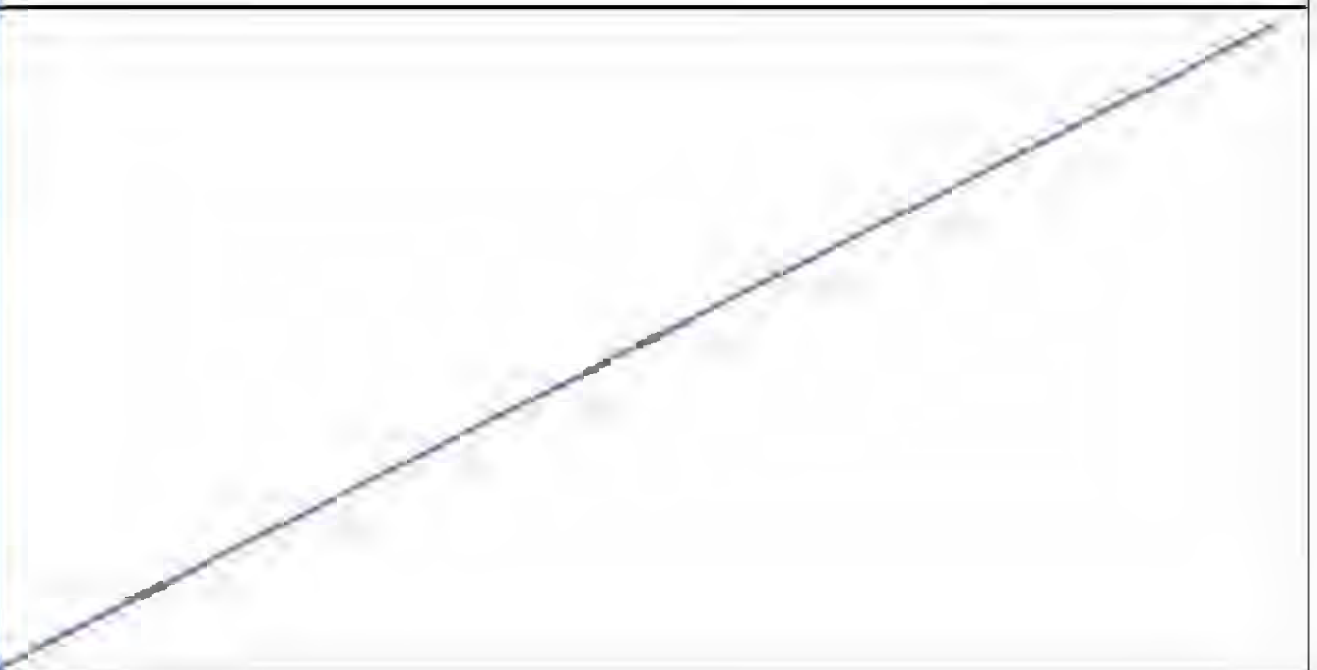
1 The property sought to be acquired and described by this resolution is necessary for
2 the public project;

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

5 RESOLVED by this Commission that the Department of Transportation be and said
6 Department is hereby authorized and empowered;
7

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

13 The real property or interests in real property, which the Department of
14 Transportation is by this resolution authorized to acquire, is situated in the County of
15 Humboldt, State of California, Highway 01-Hum-101 and described as follows:



Parcel 13394-01 FEE TITLE

For State highway purposes, a portion of those lands described in that INDIVIDUAL GRANT DEED recorded March 19, 1999 as Instrument Number 1999-8484-2, Humboldt County Official Records (HCR), lying in Sections 8 and 17, Township 6 North, Range 1 East, Humboldt Meridian, County of Humboldt, State of California, said portion being more particularly described as follows:

Commencing at the southerly terminus of Course Number (1), as described in that FINAL ORDER OF CONDEMNATION recorded July 1, 2010 as Instrument Number 2010-13974-9, Humboldt County Official Records (HCR), lying in Sections 8 and 17, Township 6 North, Range 1 East, Humboldt Meridian, County of Humboldt, State of California, said point being shown as a one inch galvanized iron pipe with "CALIF DOT" marked plastic cap, on that certain Record of Survey for the State of California, Department of Transportation, filed for record on October 14, 2011 in Book 69 Surveys, Pages 62 through 65, HCR, being the POINT OF BEGINNING of the herein described parcel of land;

- 1) Thence South 02°21'48" West, 134.79 feet;
- 2) Thence North 86°31'35" West, 21.12 feet;
- 3) Thence North 15°02'34" West, 273.88 feet;
- 4) Thence North 18°30'02" East, 53.06 feet to said Course Number (1);
- 5) Thence along said Course Number (1), South 24°01'48" East, 198.62 feet to the POINT OF BEGINNING.

Portion of APNs 507-271-023 and 507-283-009

The bearings and distances used in the above descriptions are based on the California Coordinate System of 1983, Zone 1, as determined by ties to the California High Precision Geodetic Network, Epoch 1991.35. To obtain ground distances, divide distances by 0.9998989.

The aforementioned one inch galvanized iron pipe has established grid coordinates of:

North 2,222,670.93 feet

East 5,983,736.66 feet

Parcel 13394-02 TEMPORARY CONSTRUCTION EASEMENT

For State highway purposes, a temporary easement for construction purposes, over a portion of those lands described in that INDIVIDUAL GRANT DEED recorded March 19, 1999 as Instrument Number 1999-8484-2, Humboldt County Official Records (HCR), lying in Sections 8 and 17, Township 6 North, Range 1 East, Humboldt Meridian, County of Humboldt, State of California, said portion being more particularly described as follows:

Continued

Commencing at the southerly terminus of Course Number (1), as described in that FINAL ORDER OF CONDEMNATION recorded July 1, 2010 as Instrument Number 2010-13974-9, Humboldt County Official Records (HCR), lying in Sections 8 and 17, Township 6 North, Range 1 East, Humboldt Meridian, County of Humboldt, State of California, said point being shown as a one inch galvanized iron pipe with "CALIF DOT" marked plastic cap, on that certain Record of Survey for the State of California, Department of Transportation, filed for record on October 14, 2011 in Book 69 Surveys, Pages 62 through 65, HCR;

Thence along Course Number (1) in the above described Parcel 13394-01, South 02°21'48" West, 134.79 feet to the southerly terminus of said Course Number (1) in the above described Parcel 13394-01, being the POINT OF BEGINNING of the herein described parcel of land;

- 1) Thence along the southerly projection of said Course Number (1) in the above described Parcel 13394-01, South 02°21'48" West, 26.17 feet;
- 2) Thence North 87°23'09" West, 158.59 feet;
- 3) Thence North 42°23'00" West, 46.40 feet;
- 4) Thence North 09°17'19" East, 250.00 feet;
- 5) Thence North 02°37'00" East, 124.41 feet;
- 6) Thence South 87°23'00" East, 38.93 feet to Course Number (1) of said FINAL ORDER OF CONDEMNATION;
- 7) Thence along said Course Number (1) of said FINAL ORDER OF CONDEMNATION, South 24°01'48" East, 75.00 feet to the northerly terminus of Course Number (4) of Parcel 13394-01 above;
- 8) Thence leaving said Course Number (1) of said FINAL ORDER OF CONDEMNATION and along said Parcel 13394-01 Course Number (4), South 18°30'02" West, 53.06 feet;
- 9) Thence along Course Number (3) of said Parcel 13394-01, South 15°02'34" East, 273.88 feet;
- 10) Thence along Course Number (2) of said parcel 13394-01 above, South 86°31'35" East, 21.12 feet to the POINT OF BEGINNING.

Portion of APNs 507-271-023 and 507-283-009

Continued

The bearings and distances used in the above descriptions are based on the California Coordinate System of 1983, Zone 1, as determined by ties to the California High Precision Geodetic Network, Epoch 1991.35. To obtain ground distances, divide distances by 0.9998989.

Rights to the above described temporary easement shall cease and terminate on August 1, 2026. The rights may also be terminated prior to the above date by the State of California, Department of Transportation (STATE) upon notice to OWNER.

The aforementioned one inch galvanized iron pipe has established grid coordinates of:

North 2,222,670.93 feet

East 5,983,736.66 feet

**TRANSPORTATION COMMISSION
RESOLUTION NO.**

C-22482

CALIFORNIA TRANSPORTATION COMMISSION
RESOLUTION OF NECESSITY
TO ACQUIRE CERTAIN REAL PROPERTY
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
HIGHWAY 01-Men-01-PM 0.73 PARCEL 13491-1
OWNER: ROBERT BOWEN A MARRIED MAN AS HIS SOLE AND SEPARATE
PROPERTY

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

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

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

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

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

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

APPROVED AS TO FORM AND PROCEDURE

APPROVAL RECOMMENDED

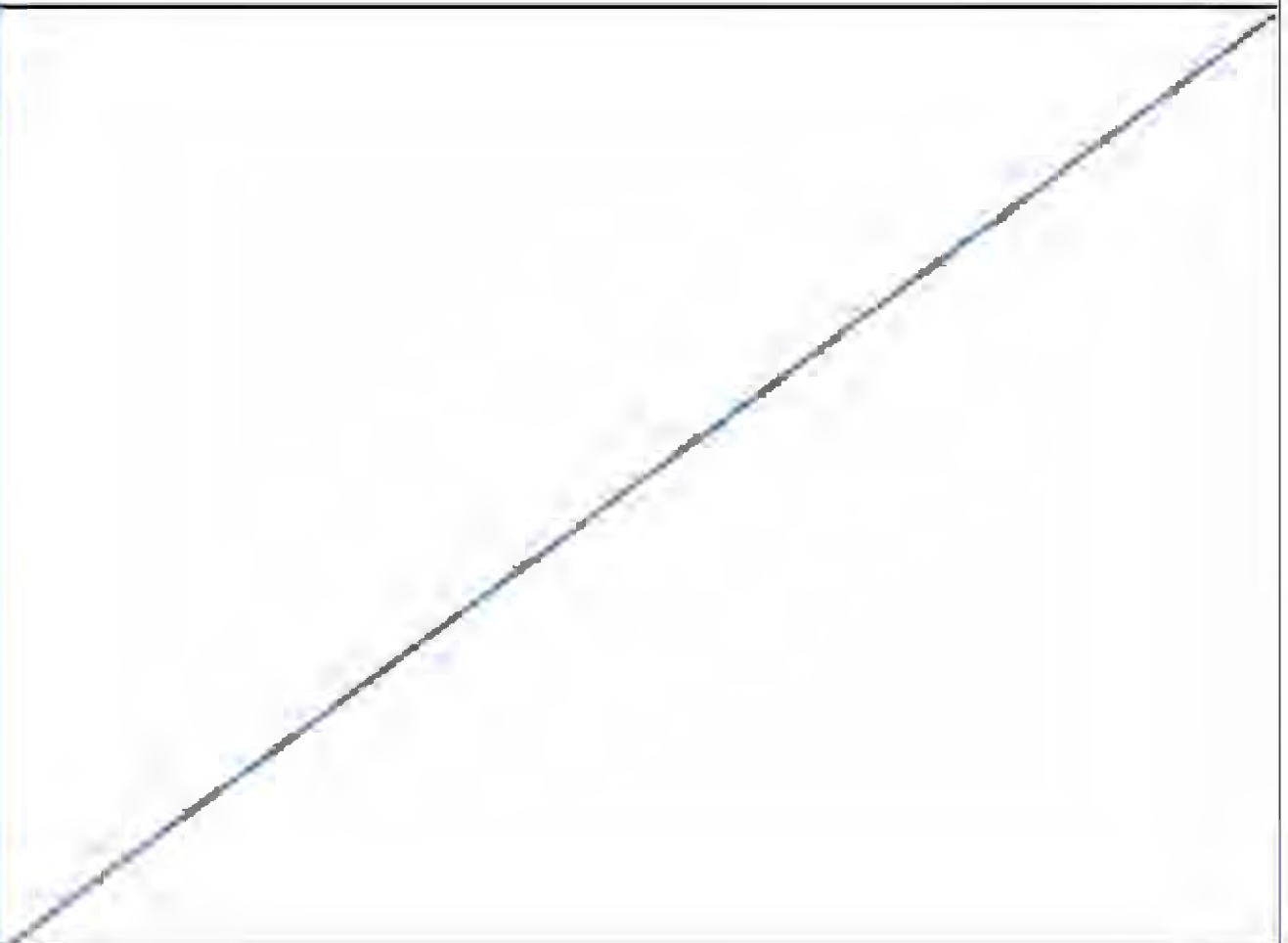
Attorney, Department of Transportation

DIVISION OF RIGHT OF WAY

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

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

8 The real property or interests in real property, which the Department of
9 Transportation is by this resolution authorized to acquire, is situated in the County of
10 Mendocino, State of California, Highway 01-Men-01 and described as follows:



Parcel 13491-1 Temporary Construction Easement:

For State highway purposes, a temporary easement for construction purposes over a portion of the real property conveyed by the document recorded October 01, 2020, as Document No. 2020-13108 of Official Records, Mendocino County Records (M.C.R.), within Section 27, Township 11 North, Range 15 West, Mount Diablo Meridian (M.D.M.), County of Mendocino, State of California, described as follows:

COMMENCING at the 3/4 inch unmarked iron pipe as described in that deed recorded August 25, 2015, in Document No. 2019-15641 M.C.R.; thence N. 15° 18' 34" E. 13.05 feet to the POINT OF BEGINNING;

- 1) Thence, S. 34° 42' 00" E., 7 feet to the southeasterly line of that property as described in that deed recorded in Document No. 2020-13108 M.C.R.;
- 2) Thence, along said line, S 47° 32' 40" W., 10 feet to the northeasterly line of the State Highway 1.
- 3) Thence, along said line N. 34° 42' 00" W., 80.45 feet to the northwesterly line of that property as described in that deed recorded in document No. 2020-13108;
- 4) Thence, N. 56° 02' 20" E., 4 feet along said line;
- 5) Thence, S. 34° 11' 33" E., 23 feet;
- 6) Thence, N. 55° 38' 30" E., 5 feet;
- 7) Thence, S. 33° 53' 35" E., 4 feet;
- 8) Thence, N. 55° 36' 00" E., 7 feet;
- 9) Thence, S. 34° 42' 00" E., 45 feet to a point that bears N.55° 18' 00" E from the point of beginning;
- 10) Thence, S. 55° 18' 00" W., 6 feet to the POINT OF BEGINNING;

Continued

Rights to the above described temporary easement shall cease and terminate on December 31, 2028. The rights may also be terminated prior to the above date by State of California, Department of Transportation (STATE) upon notice to OWNER.

Portion of APN 145-262-10

The bearings and distances used in the above descriptions are on the California Coordinate System of 1983(CCS83), Epoch 2004.69, Zone 2, as determined by ties to the California High Precision Geodetic Network. To obtain ground level distances, divide distances given by 0.9999296.

The aforementioned monuments have established grid coordinate of:

3/4 inch unmarked iron pipe:

Northing: 2,044,640.23 feet

Easting: 6,125,840.47 feet

**TRANSPORTATION COMMISSION
RESOLUTION NO.**

C-22483

CALIFORNIA TRANSPORTATION COMMISSION
RESOLUTION OF NECESSITY
TO ACQUIRE CERTAIN REAL PROPERTY
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
HIGHWAY 03-Gle-32-PM 0.03 PARCEL 38698-1
OWNER: AUTOZONE DEVELOPMENT CORPORATION, A NEVADA CORPORATION

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

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

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

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

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

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

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

APPROVED AS TO FORM AND PROCEDURE

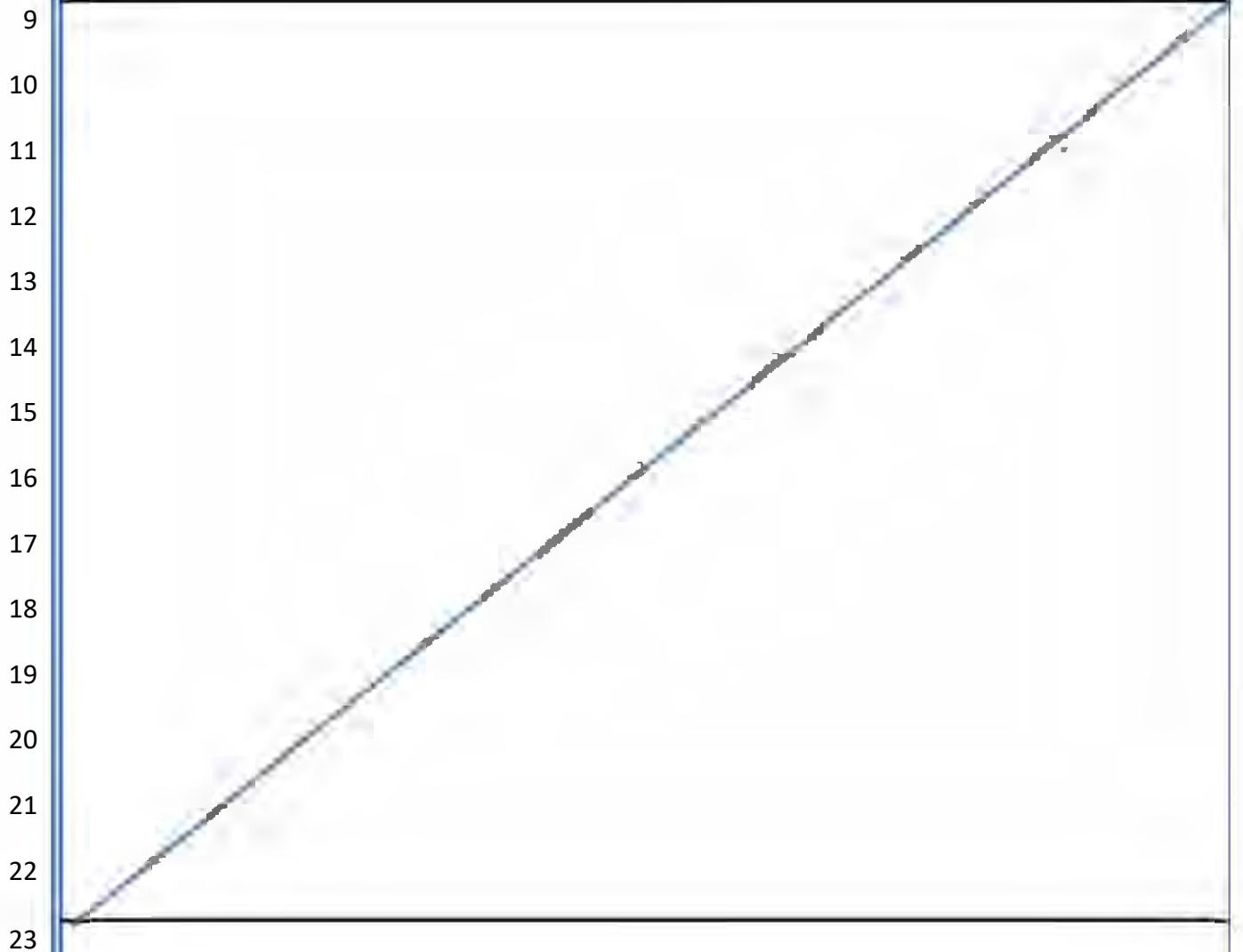
APPROVAL RECOMMENDED

Attorney, Department of Transportation

DIVISION OF RIGHT OF WAY

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

6 The real property or interests in real property, which the Department of
7 Transportation is by this resolution authorized to acquire, is situated in the County of Glenn,
8 State of California, Highway 03-Gle-32 and described as follows:



PARCEL 038698-1

A Temporary Easement for Construction Purposes being a portion of all that certain property situate in the city of Orland, County of Glenn, State of California, as described in Grant Deed recorded February 13, 2012, as Document Number 2012-0585, Official Records of Glenn County, State of California, described as follows:

COMMENCING at a point marked by a Nail & Tag L.S. 3346 as shown on that certain Parcel Map filed October 14, 1977 in Book 6 of Parcel Maps at Page 37, of said County, said point accepted as marking the westerly terminus of that certain course "N89°59'59"E 62.00'" also shown as the southerly line of parcel 2 of said Parcel Map; said point bears North 89°25'09" West, 62.15 feet from a Nail & Tag L.S. 3346, as shown on said Parcel Map; Thence from point of commencement South 86°18'21" West, 1,146.12 feet to an angle point on the southerly right of way line of State Highway 32 and the **POINT OF BEGINNING**;

- (1) THENCE along said right of way line South 89°33'10" East, 67.77 feet;
- (2) THENCE leaving said right of way line South 0°00'00" East, 15.70 feet;
- (3) THENCE North 90°00'00" East, 14.40 feet;
- (4) THENCE North 0°35'00" East, 15.59 feet;
- (5) THENCE North 89°33'10" West, 14.56 feet, to the point of beginning.

The bearings and distances used in the above description are based on the California Coordinate System of 1983, (2017.50) Zone 2. Distances and stationing are grid distances. Divide distances by 0.99998143 to obtain ground level distances. All distances are in feet unless otherwise noted.

The rights to the above-described temporary easement shall cease and terminate no later than December 08, 2027. Said rights may also be terminated prior to stated date by the STATE upon notice to OWNER.

**TRANSPORTATION COMMISSION
RESOLUTION NO.**

C-22484

**CALIFORNIA TRANSPORTATION COMMISSION
RESOLUTION OF NECESSITY
TO ACQUIRE CERTAIN REAL PROPERTY
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
HIGHWAY 03-Gle-162-PM 65.27 PARCEL 38734-1
OWNER: DIAMOND K, LLC**

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

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

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

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

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

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

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

APPROVED AS TO FORM AND PROCEDURE

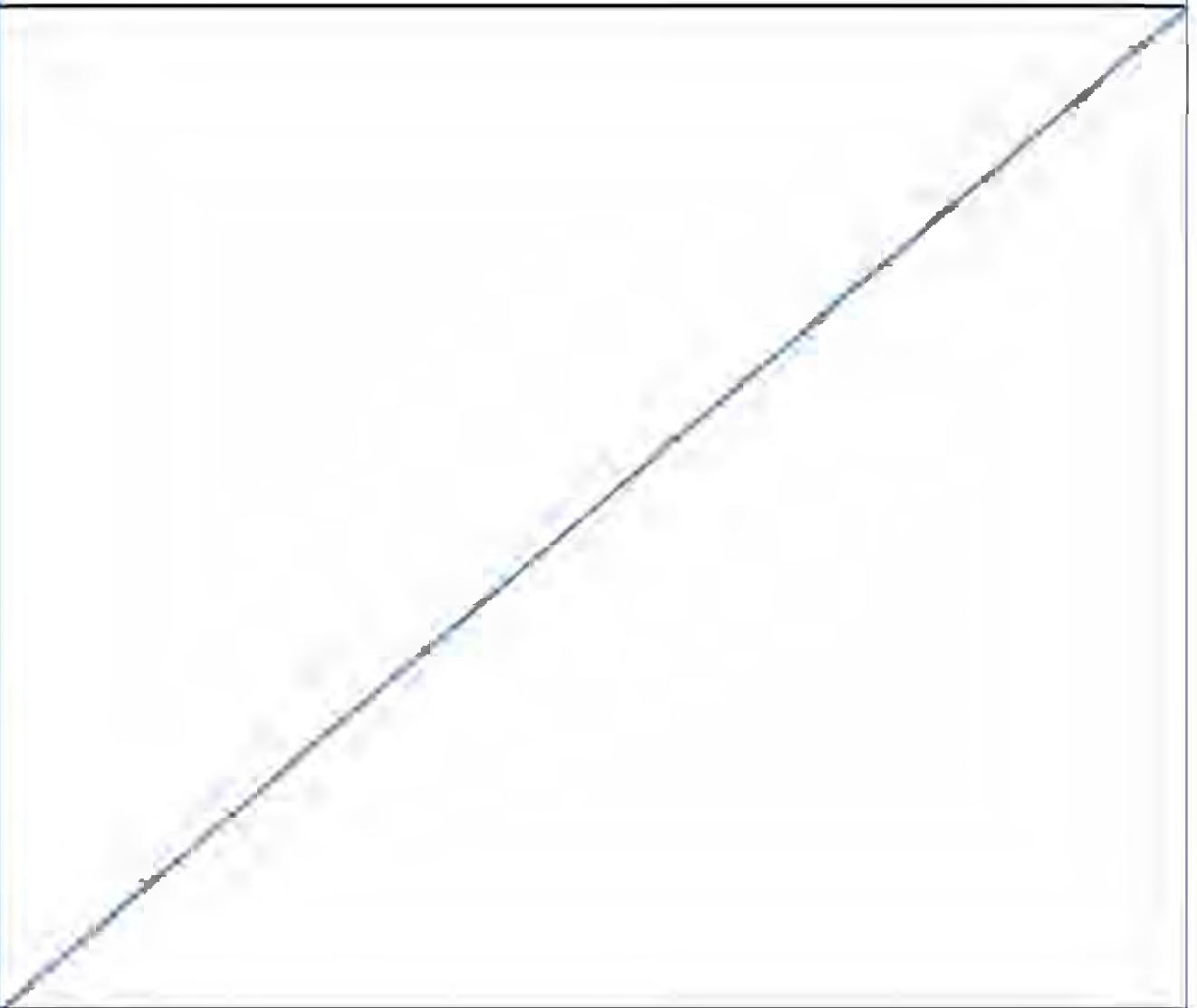
APPROVAL RECOMMENDED

Attorney, Department of Transportation

DIVISION OF RIGHT OF WAY

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

6 The real property or interests in real property, which the Department of
7 Transportation is by this resolution authorized to acquire, is situated in the County of Glenn,
8 State of California, Highway 03-Gle-162 and described as follows:



PARCEL 38734-1

For Drainage Purposes being a portion of all that certain property situate in the unincorporated area of Glenn County, State of California, as described in Grant Deed recorded March 7, 2017, as Document Number 2017-0871, Official Records of Glenn County, State of California, described as follows:

COMMENCING at a point marked by a 2 1/2 Inch Brass Cap Monument, as shown on that certain Parcel Map filed March 12, 1993 in Book 11 of Parcel Maps at Page 23 of said County, said point accepted as marking the easterly terminus of that certain course noted "L3" being "N75°29'45"E 170.27'", said point bears North 25°48'05" West, 285.14 feet from a 3/4 Inch Iron Pipe marking the north east corner of Parcel One tagged "L.S. 3653", as shown on that certain Parcel Map filed September 16, 1975 in Book 4 of Parcel Maps at Page 55 of said County; Thence along the northerly right of way line of State Highway 162 South 75°29'57" West, 170.27 feet to a point on the northerly right of way line of State Highway 162; Thence leaving said right of way line South 89°13'00" West, 557.35 feet to a point on the northerly right of way line of State Highway 162 and the POINT OF BEGINNING;

- 1) THENCE along said right of way line South 84°57'45" West, 52.97 feet;
- 2) THENCE South 85°58'23" West, 58.26 feet;
- 3) THENCE South 86°07'03" West, 5.86 feet;
- 4) THENCE leaving said right of way line North 0°00'13" West, 26.51 feet;
- 5) THENCE South 89°48'54" East, 118.79 feet to a point on the northwesterly right of way line of State Highway 162 and N Airport rd;
- 6) THENCE along said right of way line South 6°54'03" West, 17.11 feet to the point of beginning;

The bearings and distances used in the above description are based on ties to the California Coordinate System of 1983, (2017.50) Zone 2. Distances and stationing are grid distances. Divide distances by 0.9999421 to obtain ground level distances. All distances are in feet unless otherwise noted.

TRANSPORTATION COMMISSION
RESOLUTION NO.

C-22485

CALIFORNIA TRANSPORTATION COMMISSION
RESOLUTION OF NECESSITY
TO ACQUIRE CERTAIN REAL PROPERTY
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
HIGHWAY 03-Nev-49-PM 11.2 PARCEL 37616-3
OWNER: CELTIC THISTLE REAL ESTATE INVESTMENTS, LLC, A DELAWARE LIMITED
LIABILITY COMPANY

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

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

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

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

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

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

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

APPROVED AS TO FORM AND PROCEDURE

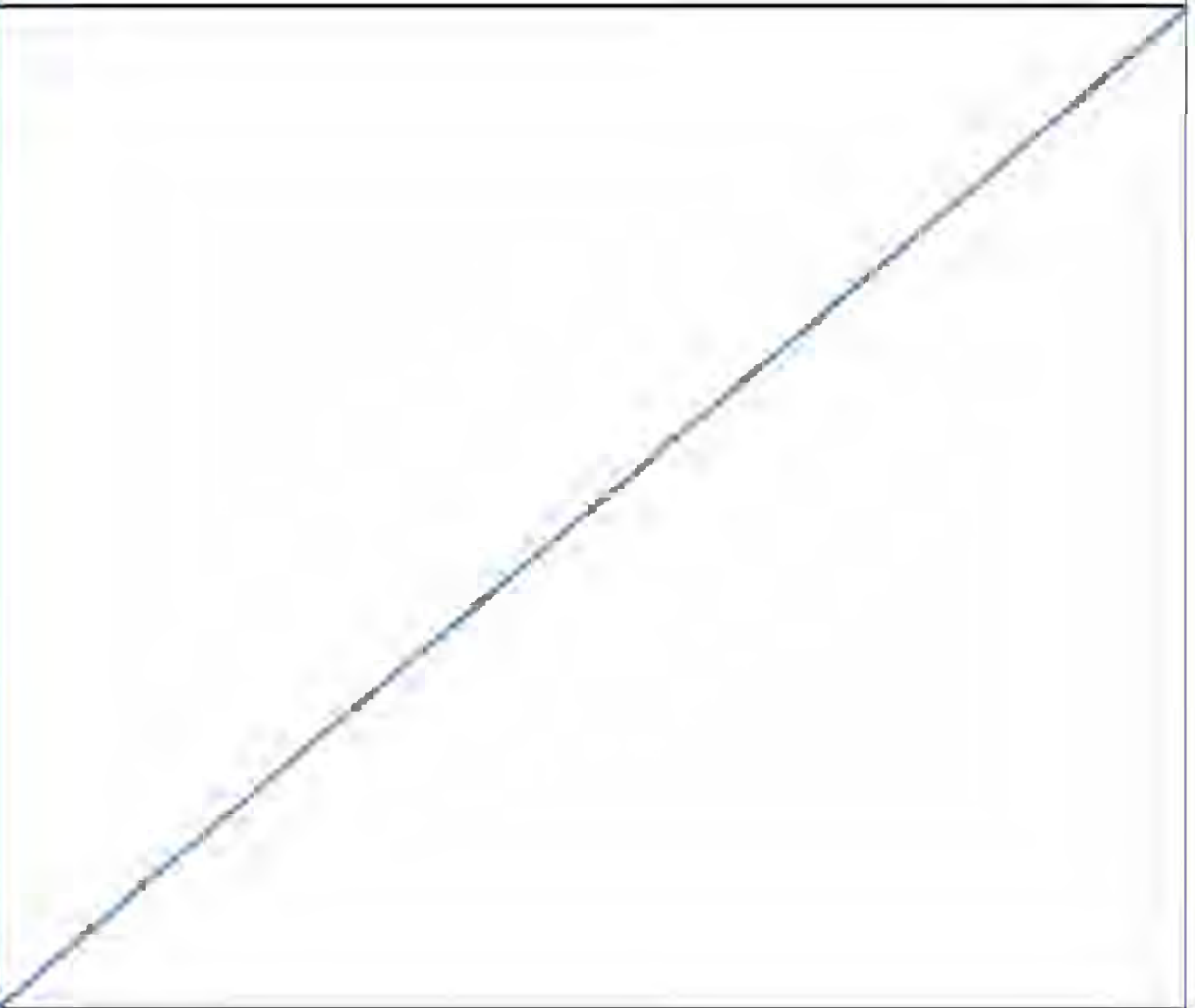
APPROVAL RECOMMENDED

Attorney, Department of Transportation

DIVISION OF RIGHT OF WAY

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

6 The real property or interests in real property, which the Department of
7 Transportation is by this resolution authorized to acquire, is situated in the County of
8 Nevada, State of California, Highway 03-Nev-49 and described as follows:



PARCEL 37616-3:

An easement for temporary construction purposes, being a portion of that real property described in that Grant Deed recorded September 14, 2016, in Document Number 20160020920, Official Records of Nevada County, being a portion of Section 11, Township 15 North, Range 8 East, M.D.M., in the unincorporated area of the County of Nevada, State of California, more particularly described as follows:

COMMENCING at a point marked by a Caltrans 6" x 6" concrete monument and the POINT OF BEGINING, said point being on the Existing Westerly Right of Way line of State Route 49, said point marks the Northerly terminus of the course described as "N. 06°21'19" E., 70.294 meters" as shown on sheet 8 of 8 on that certain Record of Survey, recorded March 21, 2023, in Book 17, Page 227, in the County of Nevada Official Records, said point bears North 13°44'24" East, 232.33 feet from a point marked by a Caltrans 6" x 6" concrete monument, said point marks the Westerly terminus of the course described as "S. 83°38'41" E., 9.142 meters" as shown on said sheet 8 of 8 of said certain Record of Survey;

THENCE (1) along said Westerly Right of Way line, South 06°25'30" West, 163.95 feet;

THENCE (2) departing said Westerly Right of Way line, North 84°29'46" West, 69.99 feet;

THENCE (3) North 05°30'09" East, 66.01 feet;

THENCE (4) South 84°43'52" East, 56.11 feet;

THENCE (5) North 06°28'22" East, 112.31 feet to the quarter section line of Section 11 and the northerly boundary line of said property;

THENCE (6) along said section line and said boundary line, South 87°57'43" East, 15.18 feet to a point on said Westerly Right of Way line and the beginning of a non-tangent curve, concave Easterly, having a radius of 2,060.00 feet, a radial to said point bears North 82°56'45" West;

THENCE (7) Southerly along said curve, an arc distance of 25.52 feet, through a central angle of 00°42'35" to said POINT OF BEGINING;

The bearings and distances used in this description are on the California Coordinate System of 1983, Epoch 2004.69, Zone 2. Multiply distances by 0.99991612 to obtain grid distances.

The rights to the above-described temporary easement shall cease and terminate no later than December 29, 2029. Said rights may also be terminated prior to stated date by the STATE upon notice to OWNER.

**TRANSPORTATION COMMISSION
RESOLUTION NO.**

C-22486

**CALIFORNIA TRANSPORTATION COMMISSION
RESOLUTION OF NECESSITY
TO ACQUIRE CERTAIN REAL PROPERTY
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
HIGHWAY 03-Nev-49-PM 11.65 PARCEL 37625-A
LESSEE:OUTFRONT Media, LLC**

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

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

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

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

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

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

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

APPROVED AS TO FORM AND PROCEDURE

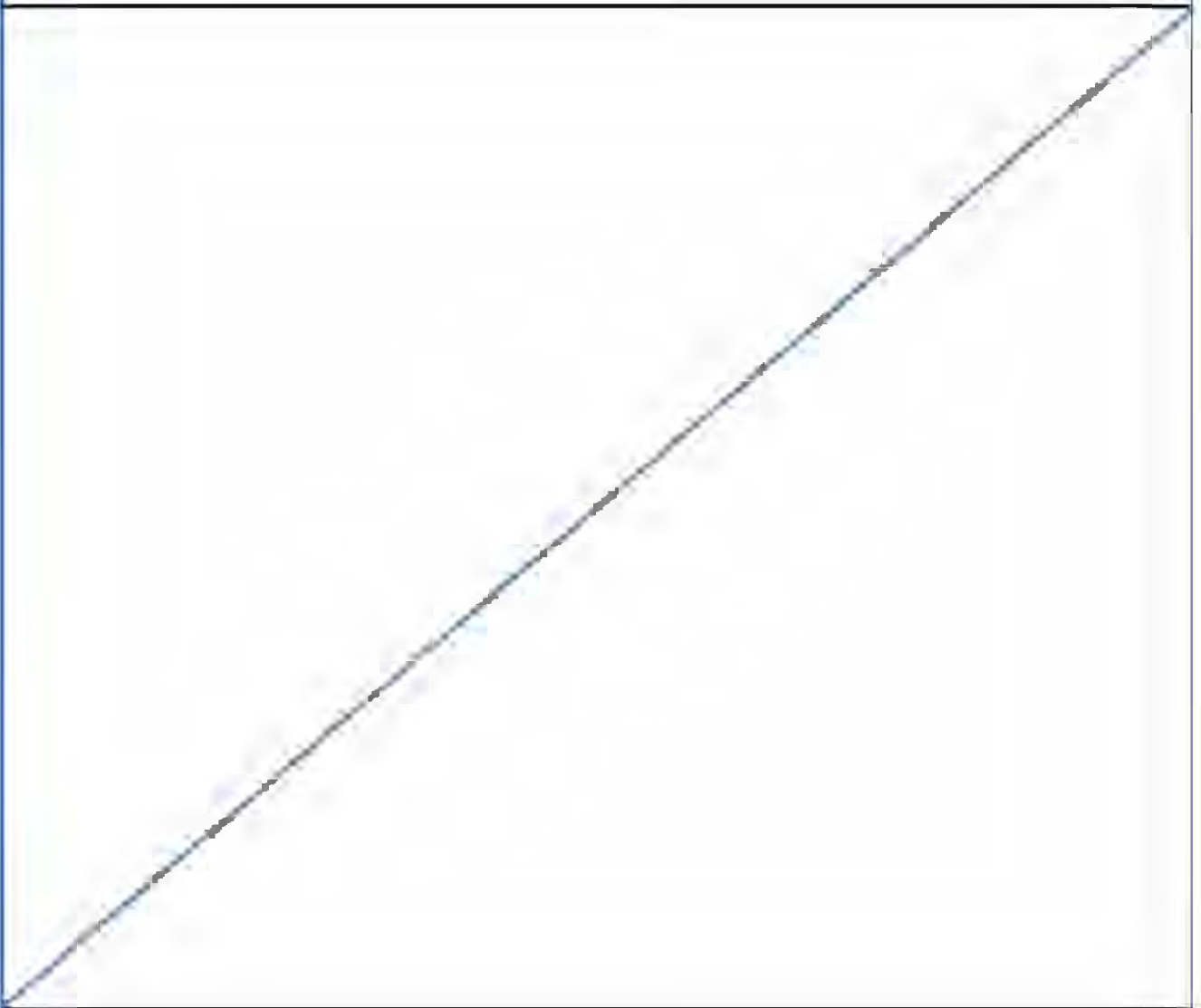
APPROVAL RECOMMENDED

Attorney, Department of Transportation

DIVISION OF RIGHT OF WAY

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

6 The real property or interests in real property, which the Department of
7 Transportation is by this resolution authorized to acquire, is situated in the County of
8 Nevada, State of California, Highway 03-Nev-49 and described as follows:



Parcel 37625-A

For the purpose of extinguishing all outdoor advertising sign easements, leases, and license agreements, together with extinguishing access rights to said advertising signs, over the land described herein as that real property described in that grant deed recorded July 15, 2020, in document number 20200016279, official records of Nevada County, being a portion of Section 11, Township 15 North, Range 8 East, M.D.M., in the unincorporated area of the County of Nevada, State of California, described as follows, to wit:

Tract One: All that portion of the Northeast Quarter of Section 11, Township 15 North, Range 8 East, M.D.B. and M., described as follows: Commencing at a 3/4 inch steel rod set on the northerly line of said Section 11, from which the northwest corner of said Northeast Quarter bears North 88° 14' West 465.84 feet and running thence along said northerly line South 88° 14' East 232.92 feet to a 3/4 inch steel rod set on the westerly right of way line of State Highway 49 known as the Grass Valley-Auburn Highway; thence along said right of way line the following three courses to wit: South 5° 15' West 215.27 feet to a concrete monument, North 84° 45' West 30.00 feet to a concrete monument, and South 5° 15' West 353.52 feet to a tree; thence leaving said right of way line "West to a point 2 feet from the highest point of the east bank of an unnamed creek; thence southwesterly adjacent to and 2 feet from the highest point of the east bank of said unnamed creek ... " which may be interpreted to be defined by the following four successive courses to wit: West 78.40 feet to a 3/4 inch steel rod, South 21.25 feet to a 3/4 inch steel rod, South 36° 18' West 48.00 feet to a 3/4 inch steel rod, and South 70° 21' West 70.00 feet to a 3/4 inch steel rod; thence leaving said creek bank North 1° 54' 40" East 654.68 feet to the place of beginning.
APN: 023-070-046-000

Tract Two: All that portion of the Northeast Quarter of Section 11, Township 15 North, Range 8 East, M.D.B. and M., described as follows: Commencing at a 3/4 inch steel rod set on the northerly line of said Section 11, from which the northwest corner of said Northeast Quarter bears North 88° 14' West 232.92 feet and running thence along said northerly line South 88° 14' East 232.92 feet to a 3/4 inch steel rod; thence leaving said northerly line South 1° 54' 40" West 654.68 feet to a 3/4 inch steel rod; "thence southwesterly adjacent to and two feet from the highest point of the east bank of an unnamed creek to its point of intersection with the west line of the said Northeast Quarter" which may be interpreted to be defined by the following two successive courses to wit: South 50° 39' 30" West 86.87 feet, to a 3/4 inch steel rod, and South 74° 44' 20" West 101.71 feet to a 3/4 inch steel rod; thence leaving said creek bank North 3° 31' West 744.73 feet to the place of beginning.

Excepting all mineral, metal matter and rock contained under said premises with the right to extract at any time hereafter all the mineral, metal matter and rock contained under said property from any depth up to and within 75 feet of the surface of said property without disturbing the surface thereof, as reserved in the deed recorded March 6, 1935, in Book "23" of Official Records, at Page 461, executed by Josephine A. Genasci, et al to August Vurlod.

APN: 023-070-047-000

TRANSPORTATION COMMISSION
RESOLUTION NO.

C-22487

CALIFORNIA TRANSPORTATION COMMISSION
RESOLUTION OF NECESSITY
TO ACQUIRE CERTAIN REAL PROPERTY
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
HIGHWAY 03-Nev-49-PM 12.9 PARCEL 37643-1, 2
OWNER: ELTON GLENN WARD, 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 1240.510 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

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

APPROVED AS TO FORM AND PROCEDURE

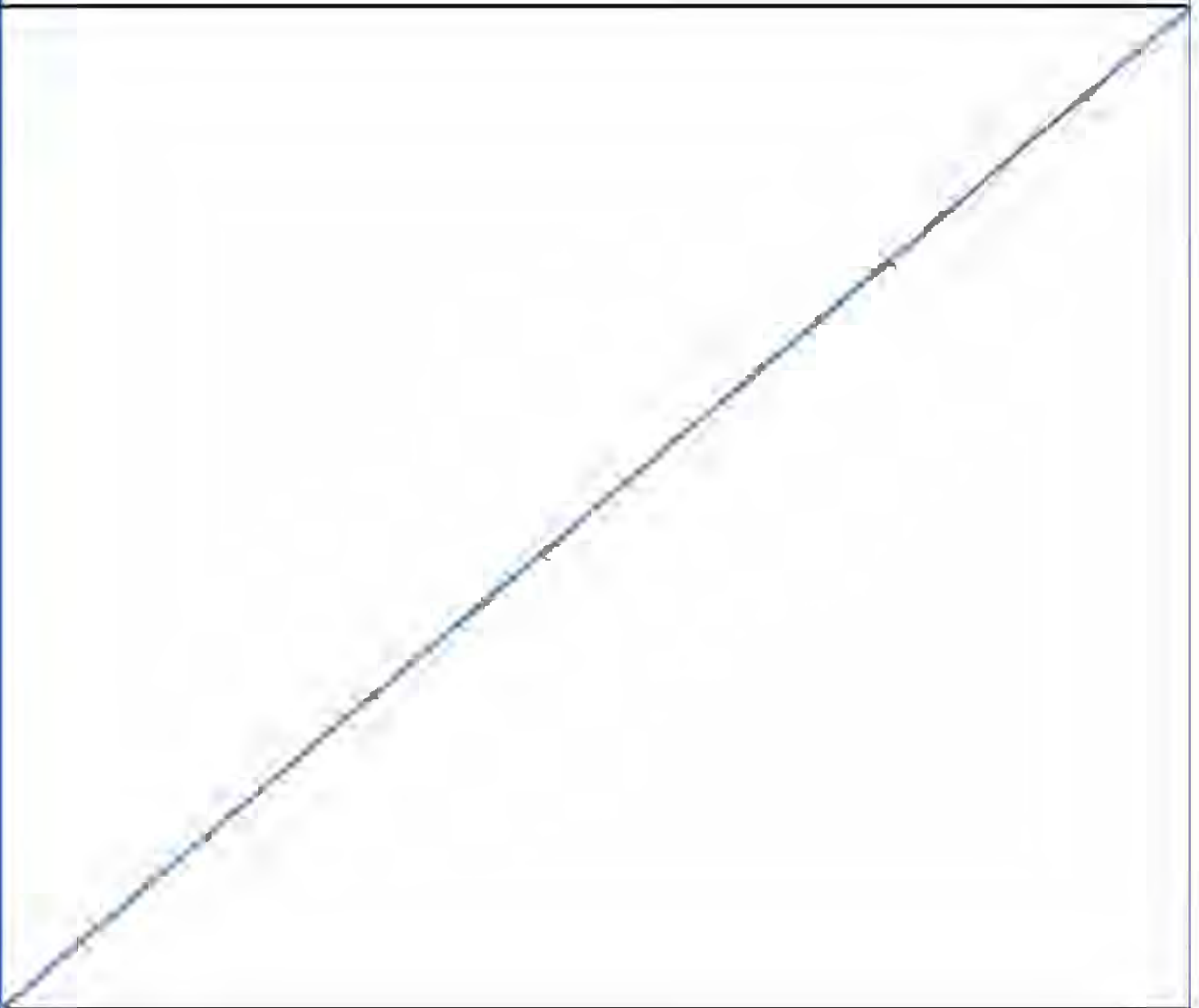
APPROVAL RECOMMENDED

Attorney, Department of Transportation

DIVISION OF RIGHT OF WAY

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

6 The real property or interests in real property, which the Department of
7 Transportation is by this resolution authorized to acquire, is situated in the County of
8 Nevada, State of California, Highway 03-Nev-49 and described as follows:



PARCEL 37643-1

For state highway purposes, being a portion of that real property described in that Grant Deed recorded January 31, 2020, in Document Number 20200002608, Official Records of Nevada County, being a portion of Section 2, Township 15 North, Range 8 East, M.D.M., in the unincorporated area of the County of Nevada, State of California, lying Easterly of courses (4) through (6) of following described line:

COMMENCING at a point on the Easterly Right of Way line of State Route 49, marked by a 3/4" IP, LS 3959, said point marks the Westerly terminus of the course shown as "S. 61°45'00" W., 250.26' " on that certain Record of Survey, recorded September 20, 1989, in Book 10, Page 167, County of Nevada Official Records;

THENCE (1) departing said Easterly Right of Way line, South 22°44'08" West, 237.85 feet to a point on the Westerly Right of Way Line of State Route 49, marked by a Caltrans 6" x 6" concrete monument, said point marks the Westerly terminus of the course shown as "S. 70°58'49" W., 30.00 feet" on that certain Parcel Map, recorded December 28, 1988, in Book 17, Page 199, in the County of Nevada Official Records, said point being the beginning of a non-tangent curve, concave Westerly, having a radius of 3,200.00 feet, a radial to said point bears North 72°05'17" East;

THENCE (2) Southerly along said curve, an arc distance of 139.80 feet, through a central angle of 02°30'11", with a chord bearing of South 16°39'37" East, 139.79 feet;

THENCE (3) departing said Westerly Right of Way line, South 72°40'41" West, 70.61 feet;

THENCE (4) North 16°46'46" West, 225.36 feet;

THENCE (5) North 20°26'48" West, 66.08 feet;

THENCE (6) North 22°54'43" West, 152.98 feet to a point the Northerly line of said real property and the most Southwesterly point on the Existing Right of Way Line of State Route 49 as described in Grant Deed to State of California recorded April 18, 1966, in Book 399, Page 364, Official Records of Nevada County, said point also being the POINT OF TERMINUS, said point bears North 80°35'01" West, 270.61 feet from the point of COMMENCEMENT.

The bearings and distances used in this description are on the California Coordinate System of 1983, Epoch 2004.69, Zone 2. Multiply distances by 0.99991612 to obtain grid distances.

PARCEL 37643-2

An easement for temporary construction purposes, being a portion of that real property described in that Grant Deed recorded January 31, 2020, in Document Number 20200002608, Official Records of Nevada County, being a portion of Section 2, Township 15 North, Range 8 East, M.D.M., in the unincorporated area of the County of Nevada, State of California, and more particularly described as follows:

COMMENCING at a point on the Easterly Right of Way line of State Route 49, marked by a 3/4" IP, LS 3959, said point marks the Westerly terminus of the course shown as "S. 61°45'00" W., 250.26' " on that certain Record of Survey, recorded September 20, 1989, in Book 10, Page 167, County of Nevada Official Records;

THENCE (1) departing said Easterly Right of Way line, South 22°44'08" West, 237.85 feet to a point on the Westerly Right of Way Line of State Route 49, marked by a Caltrans 6" x 6" concrete monument, said point marks the Westerly terminus of the course shown as "S. 70°58'49" W., 30.00 feet" on that certain Parcel Map, recorded December 28, 1988, in Book 17, Page 199, in the County of Nevada Official Records, said point being the beginning of a non-tangent curve, concave Westerly, having a radius of 3,200.00 feet, a radial to said point bears North 72°05'17" East;

THENCE (2) Southerly along said curve, an arc distance of 25.50 feet, through a central angle of 00°27'24", with a chord bearing of South 17°41'01" East, 25.50 feet to the Southerly Boundary Line of said property;

THENCE (3) along said Southerly Boundary line, South 43°43'48" West, 81.92 feet to the TRUE POINT OF BEGINNING;

THENCE (4) continuing along said Southerly Boundary line, South 58°09'36" West, 87.16 feet;

THENCE (5) continuing along said Southerly Boundary line, South 81°58'13" West, 55.78 feet;

THENCE (6) departing said Southerly Boundary line, North 04°17'20" West, 82.89 feet;

THENCE (7) North 81°29'05" East, 122.64 feet;

THENCE (8) South 16°46'46" East, 49.14 feet to the POINT OF BEGINNING;

The bearings and distances used in this description are on the California Coordinate System of 1983, Epoch 2004.69, Zone 2. Multiply distances by 0.99991612 to obtain grid distances.

The rights to the above-described temporary easement shall cease and terminate no later than December 29, 2029. Said rights may also be terminated prior to stated date by the STATE upon notice to OWNER.

**TRANSPORTATION COMMISSION
RESOLUTION NO.**

C-22488

CALIFORNIA TRANSPORTATION COMMISSION
RESOLUTION OF NECESSITY
TO ACQUIRE CERTAIN REAL PROPERTY
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
HIGHWAY 03-Nev-49-PM 11.20 PARCEL 37651-1, 2
OWNER: DAVID A. WELLS AND NANCY LYNN WELLS AS TRUSTEES OF THE DAVID
AND NANCY WELLS 2007 TRUST DATED JULY 12, 2007

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

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

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

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

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

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

APPROVED AS TO FORM AND PROCEDURE

APPROVAL RECOMMENDED

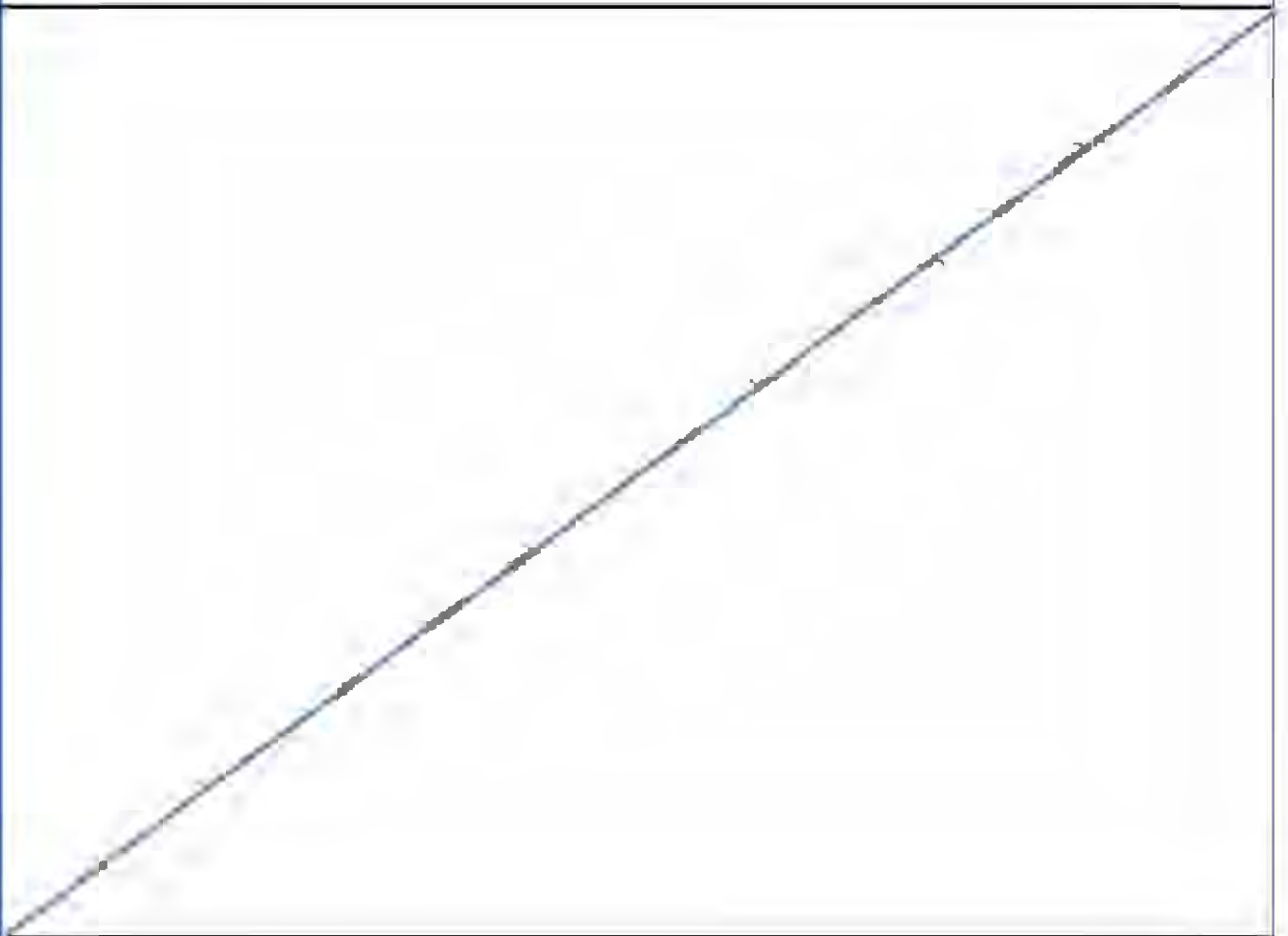
Attorney, Department of Transportation

DIVISION OF RIGHT OF WAY

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

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

8 The real property or interests in real property, which the Department of
9 Transportation is by this resolution authorized to acquire, is situated in the County of
10 Nevada, State of California, Highway 03-Nev-49 and described as follows:



PARCEL 37651-1

For state highway purposes, a portion of that real property described in that Grant Deed recorded August 4, 2015, in Document Number 20150018033, Official Records of Nevada County, being a portion of Section 11, Township 15 North, Range 8 East, M.D.M., in the unincorporated area of the County of Nevada, State of California, lying Northerly and Westerly of courses (6) through (8) of the following described line:

COMMENCING at a point marked by a Caltrans 6" x 6" concrete monument, said point being on the Existing Westerly Right of Way line of State Route 49, said point marks the Westerly terminus of the course described as "S. 83°38'41" E., 9.142 meters" as shown on sheet 8 of 8 on that certain Record of Survey, recorded March 21, 2023, in Book 17, Page 227, in the County of Nevada Official Records; said point bears South 13°44'24" West, 232.33 feet from a point marked by a Caltrans 6" x 6" concrete monument, said point marks the Northerly terminus of the course described as "N. 06°21 '19" E., 70.294 meters" as shown on sheet 8 of 8 of said certain Record of Survey;

THENCE (1) South 09°33'28" East, 585.52 feet to a point on the Existing Easterly Right of Way Line of said State Route 49;

THENCE (2) departing said Easterly Right of Way line, South 78°27'30" East, 7.62 feet;

THENCE (3) North 08°28'55" East, 202.30 feet;

THENCE (4) North 81 °48'44" West, 22.12 feet to a point on said Easterly Right of Way line and the beginning of a non-tangent curve, concave Westerly, having a radius of 4,080.00 feet, a radial to said point bears South 78°28'46" East;

THENCE (5) Northerly along said curve, an arc distance of 165.09 feet, through a central angle of 02°19'06";

THENCE (6) departing said Easterly Right of Way line, North 53°45'27" East, 25.72 feet;

THENCE (7) North 08°25' 24" East, 344.89 feet;

THENCE (8) North 14°40'04" East, 104.89 feet;

THENCE (9) South 87°57'43" East, 57.21 feet to the beginning of a non-tangent curve, concave Easterly, having a radius of 1,818.00 feet, a radial to said point bears North 82°16'43" West;

THENCE (10) Northerly along said curve, an arc distance of 587.19 feet, through a central angle of 18° 30'21 ";

THENCE (11) North 65°17'26" West, 21.02 feet;

THENCE (12) North 24°32'53" East, 471.53 feet;

THENCE (13) North 65°27'07" West, 21.00 feet;

THENCE (14) North 24°33'1 O" East, 126.12 feet;

THENCE (15) North 65°21'50" West, 11.17 feet;

THENCE (16) North 24°56'59" East, 52.45 feet;

THENCE (17) North 65°41 '47" West, 15.23 feet to a point on said Easterly Right of Way line and the POINT OF TERMINUS, said point bears South 00°38'28" West, 699.00 feet from a point marked by a Caltrans 6" x 6" concrete monument, said point being on the existing Westerly Right of Way line of State Route 49, said point marks the Southerly terminus of the course described as "S. 5°15' W. 491.38 feet" on that certain Grant Deed recorded April 25, 1947 in Volume 116, Page 226, County of Nevada Official Records

The bearings and distances used in this description are on the California Coordinate System of 1983, Epoch 2004.69, Zone 2. Divide distances by 0.99991612 to obtain ground distances.

PARCEL 37651-2

An easement for temporary construction purposes, being a portion of that real property described in that Grant Deed recorded August 4, 2015, in Document Number 20150018033, Official Records of Nevada County, being a portion of Section 11, Township 15 North, Range 8 East, M.D.M., in the unincorporated area of the County of Nevada, State of California, and more particularly described as follows:

COMMENCING at a point marked by a Caltrans 6" x 6" concrete monument, said point being on the Existing Westerly Right of Way line of State Route 49, said point marks the Westerly terminus of the course described as "S. 83°38'41" E., 9.142 meters" as shown on sheet 8 of 8 on that certain Record of Survey, recorded March 21, 2023, in BK 17, Page 227, in the County of Nevada Official Records; said point bears South 13°44'24" West, 232.33 feet from a point marked by a Caltrans 6" x 6" concrete monument, said point marks the Northerly terminus of the course described as "N. 06°21 '19" E., 70.294 meters" as shown on sheet 8 of 8 of said certain Record of Survey;

THENCE (1) South 09°33'28" East, 585.52 feet to a point on the Existing Easterly Right of Way Line of said State Route 49;

THENCE (2) departing said Easterly Right of Way line, South 78°27'30" East, 7.62 feet;

THENCE (3) North 08°28'55" East, 202.30 feet;

THENCE (4) North 81 °48'44" West, 22.12 feet to a point on said Easterly Right of Way line and the beginning of a non-tangent curve, concave Westerly, having a radius of 4,080.00 feet, a radial to said point bears South 78°28'46" East;

THENCE (5) Northerly along said curve, an arc distance of 165.09 feet, through a central angle of 02°19'06";

THENCE (6) departing said Easterly Right of Way line, North 53°45'27" East, 25.72 feet;

THENCE (7) North 08°25' 24" East, 309.67 feet to the TRUE POINT OF BEGINNING;

THENCE (8) North 67°04'49" East, 67.64 feet;

THENCE (9) North 29°51 '41" West, 50.00 feet;

THENCE (10) South 60°08'19" West, 6.42 feet;

THENCE (11) South 85°53'1 0" West, 18.79 feet;

THENCE (12) South 14°40'04" West, 31.34 feet;

THENCE (13) South 8°25'24" West, 35.22 feet to said POINT OF BEGINNING;

The bearings and distances used in this description are on the California Coordinate System of 1983, Epoch 2004.69, Zone 2. Divide distances by 0.99991612 to obtain ground distances.

The rights to the above-described temporary easement shall cease and terminate no later than December 29, 2029. Said rights may also be terminated prior to stated date by the STATE upon notice to OWNER.

**TRANSPORTATION COMMISSION
RESOLUTION NO.**

C-22489

CALIFORNIA TRANSPORTATION COMMISSION
RESOLUTION OF NECESSITY
TO ACQUIRE CERTAIN REAL PROPERTY
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
HIGHWAY 03-Nev-49-PM 11.7/11.9 PARCEL 37662-1, 3, 4
OWNER: MARK JAMES LEE AND MICHELLE LEE, TRUSTEES OF THE LEE FAMILY
2004 REVOCABLE TRUST, DATED DECEMBER 8, 2004

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

RESOLVED by this Commission that the Department of Transportation be and said

APPROVED AS TO FORM AND PROCEDURE

APPROVAL RECOMMENDED

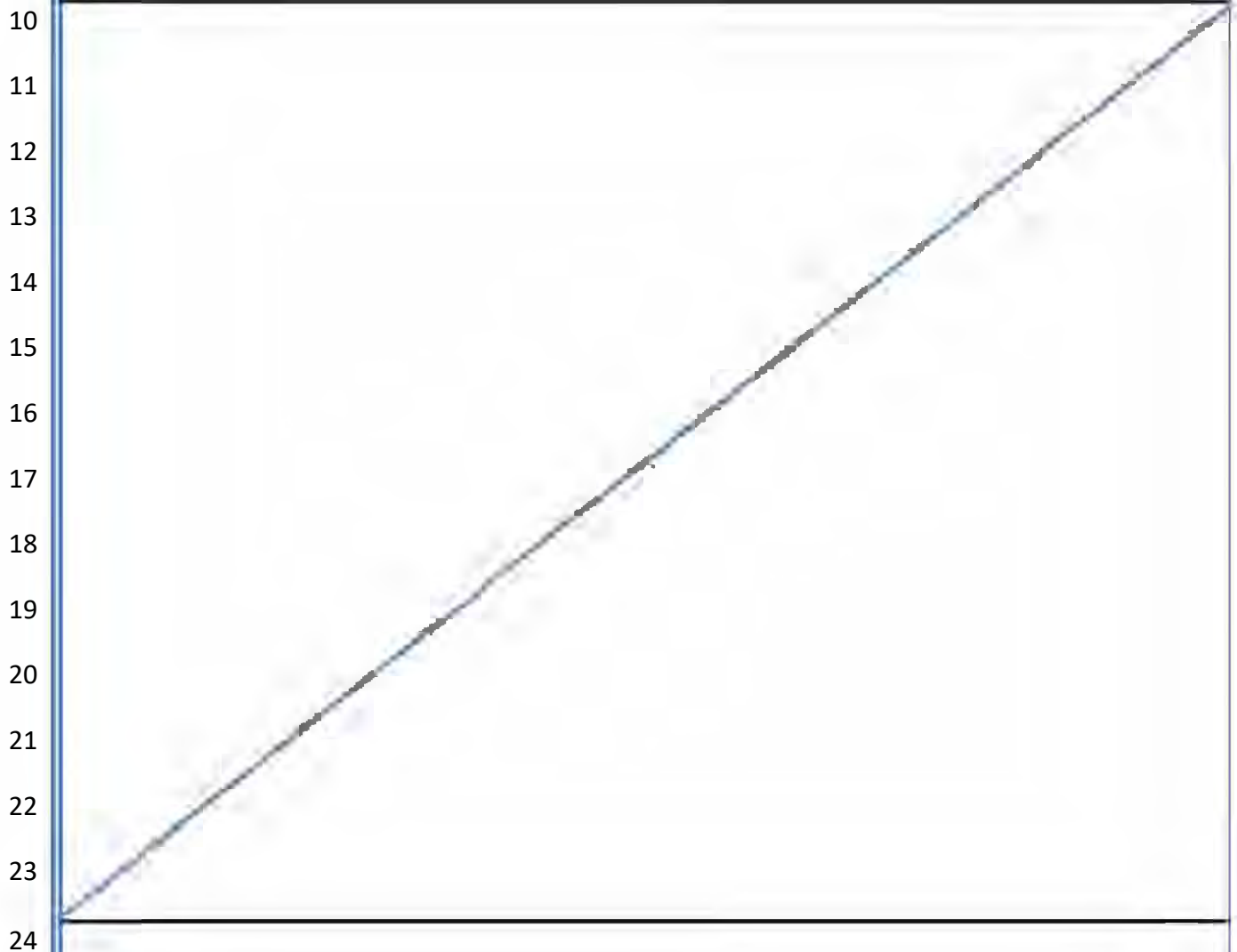
Attorney, Department of Transportation

DIVISION OF RIGHT OF WAY

1 Department is hereby authorized and empowered;

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

7 The real property or interests in real property, which the Department of
8 Transportation is by this resolution authorized to acquire, is situated in the County of
9 Nevada, State of California, Highway 03-Nev-49 and described as follows:



PARCEL 37662-1

An easement for temporary construction purposes, being a portion of that real property described in that Grant Deed recorded April 4, 2005, in Document Number 20050012024, Official Records of Nevada County, being a portion of Section 2, Township 15 North, Range 8 East, M.D.M., in the unincorporated area of the County of Nevada, State of California, and more particularly described as follows:

COMMENCING at a point on the existing Westerly Right of Way line of State Route 49, marked by a Caltrans 6" x 6" concrete monument, said point marks the Westerly terminus of the course shown as "N 84°49'43" W 10.00' " on that certain Record of Survey filed for record April 4, 2005, in Book 13, Page 79, County of Nevada official records;

THENCE (1) South 85°14'39" East, 150.00 feet to the Easterly Right of Way line of State Route 49 to a point marked by a Caltrans 6" x 6" concrete monument, said point marks the Northerly terminus of the course shown as "N 05°08'47" E 643.38' " on said Record of Survey;

THENCE (2) South 04°35'56" West, 96.46 feet along said Existing Right of Way line to the TRUE POINT OF BEGINNING;

THENCE (3) leaving said existing Right of Way Line, South 85°24'04" East, 80.00 feet;

THENCE (4) South 04°35'56" West, 281.39 feet;

THENCE (5) South 52°36'16" East, 67.78 feet;

THENCE (6) South 35°18'12" West, 49.88 feet;

THENCE (7) North 53°05'00" West, 131.94 feet to a point on said Easterly Right of Way Line;

THENCE (8) continuing along said Right of Way Line, North 4°35'56" East, 290.45 feet to said POINT OF BEGINNING;

The bearings and distances used in this description are on the California Coordinate System of 1983, Epoch 2004.69, Zone 2. Multiply distances by 0.99991612 to obtain grid distances.

The rights to the above-described temporary easement shall cease and terminate no later than December 29, 2029. Said rights may also be terminated prior to stated date by the STATE upon notice to OWNER.

PARCEL 37662-3

An easement for temporary construction purposes, being a portion of that real property described in that Grant Deed recorded April 4, 2005, in Document Number 20050012024, Official Records of Nevada County, being a portion of Section 2, Township 15 North, Range 8 East, M.D.M., in the unincorporated area of the County of Nevada, State of California, and more particularly described as follows:

COMMENCING at a point on the existing Westerly Right of Way line of State Route 49, marked by a Caltrans 6" x 6" concrete monument, said point marks the Westerly terminus of the course shown as "N 84°49'43" W 10.00' " on that certain Record of Survey filed for record April 4, 2005, in Book 13, Page 79, County of Nevada official records;

THENCE (1) South 85°14'39" East, 150.00 feet to the Easterly Right of Way line of State Route 49 to a point marked by a Caltrans 6" x 6" concrete monument, said point marks the Northerly terminus of the course shown as "N 05°08'47" E 643.38' " on said Record of Survey;

THENCE (2) South 04°35'56" West, 920.31 feet along said Existing Right of Way line to the TRUE POINT OF BEGINNING;

THENCE (3) leaving said existing Right of Way Line, South 85°24'46" East, 39.70 feet;

THENCE (4) South 04°35'56" West, 109.85 feet to the Southerly boundary line of said Property;

THENCE (5) continuing along said Southerly boundary line, North 72°06'48" West, 40.79 feet to a point on said Easterly Right of Way Line;

THENCE (6) continuing along said Right of Way Line, North 04°35'56" East, 100.46 feet to said POINT OF BEGINNING;

The bearings and distances used in this description are on the California Coordinate System of 1983, Epoch 2004.69, Zone 2. Multiply distances by 0.99991612 to obtain grid distances.

The rights to the above-described temporary easement shall cease and terminate no later than December 29, 2029. Said rights may also be terminated prior to stated date by the STATE upon notice to OWNER.

PARCEL 37662-4

For state highway purposes, being a portion of that real property described in that Grant Deed recorded April 4, 2005, in Document Number 20050012024, Official Records of Nevada County, being a portion of Section 2, Township 15 North, Range 8 East, M.D.M., in the unincorporated area of the County of Nevada, State of California, lying Northerly and Westerly of courses (3) and (4) of the following described line:

COMMENCING at a point on the existing Westerly Right of Way line of State Route 49, marked by a Caltrans 6" x 6" concrete monument, said point marks the Westerly terminus of the course shown as "N 84°49'43" W 10.00' " on that certain Record of Survey filed for record April 4, 2005, in Book 13, Page 79, County of Nevada official records;

THENCE (1) South 85°14'39" East, 150.00 feet to the Easterly Right of Way line of State Route 49 to a point marked by a Caltrans 6" x 6" concrete monument, said point marks the Northerly terminus of the course shown as "N 05°08'47" E 643.38' " on said Record of Survey;

THENCE (2) South 04°35'56" West, 96.46 feet along said Existing Right of Way line;

THENCE (3) leaving said existing Right of Way Line, South 85°24'04" East, 41.26 feet;

THENCE (4) North 04°35'56" East, 251.67 feet;

THENCE (5) North 07°25'33" East, 1,695.60 feet;

THENCE (6) North 66°30'00" East, 23.31 feet;

THENCE (7) North 07°25'33" East, 1,865.52 feet;

THENCE (8) South 82°34'04" East, 20.60 feet to the beginning of a non-tangent curve, concave Westerly, having a radius of 3,472.00 feet, a radial to said point bears South 82°39'04" East;

THENCE (9) Northerly along said curve, an arc distance of 414.31 feet, through a central angle of 06°50'13";

THENCE (10) North 89°24'03" West, 81.78 feet to a point on said existing Easterly Right of Way line and the POINT OF TERMINUS, said point bears North 1°45'29" East, 136.67 feet from a Caltrans 6" x 6" concrete monument, said point marking the Westerly terminus of the course shown as "N 86°26'55" W 40.00' " on that certain Record of Survey filed for record December 1, 2023, in Book 17 of Surveys, Page 259, Nevada County Official Records.

The bearings and distances used in this description are on the California Coordinate System of 1983, Epoch 2004.69, Zone 2. Multiply distances by 0.99991612 to obtain grid distances.

**TRANSPORTATION COMMISSION
RESOLUTION NO.**

C-22490

**CALIFORNIA TRANSPORTATION COMMISSION
RESOLUTION OF NECESSITY
TO ACQUIRE CERTAIN REAL PROPERTY
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
HIGHWAY 03-Nev-49-PM 11.2 PARCEL 37619-1, 2, 3, 4
OWNER: LISA DEPUE, AN UNMARRIED WOMAN AS HER SOLE AND SEPARATE
PROPERTY**

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

The hereinafter described real property is necessary for State Highway purposes
and is to be acquired by eminent domain pursuant to Streets and Highways Code Section
102; and Code of Civil Procedure Section 1240.320 in that a portion of the property is being
acquired for conveyance to AT&T for utility purposes; 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

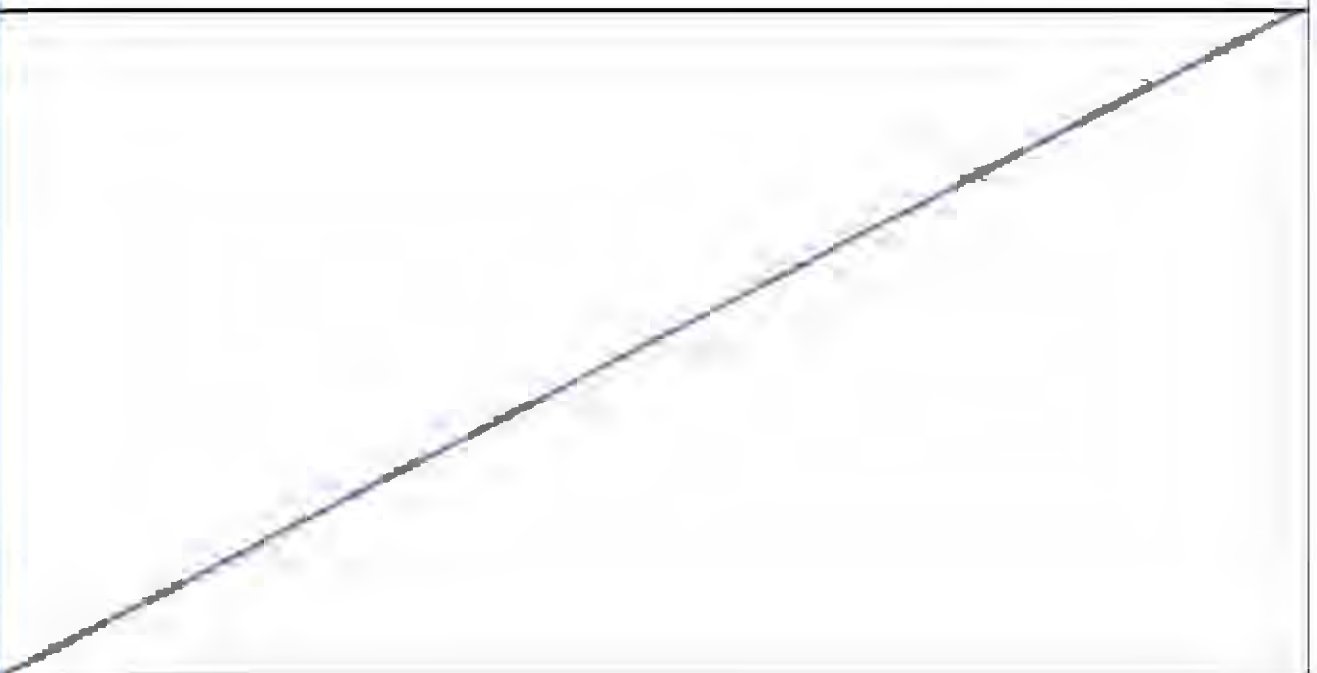
1 The property sought to be acquired and described by this resolution is necessary for the
2 public project;

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

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

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

12 The real property or interests in real property, which the Department of
13 Transportation is by this resolution authorized to acquire, is situated in the County of
14 Nevada, State of California, Highway 03-Nev-49 and described as follows:



PARCEL 37619-1:

An easement for temporary construction purposes, being a portion of that real property described in that Grant Deed recorded January 17, 2012, in Document Number 20120001180, Official Records of Nevada County, being a portion of Section 11, Township 15 North, Range 8 East, M.D.M., in the unincorporated County of Nevada, State of California, and more particularly described as follows:

COMMENCING at a point marked by a Caltrans 6" x 6" concrete monument, said point being on the Existing Westerly Right of Way line of State Route 49, said point marks the Northerly terminus of the course described as "N. 06°21'19" E., 70.294 meters" as shown on sheet 8 of 8 on that certain Record of Survey, recorded March 21, 2023, in Book 17, Page 227, in the County of Nevada Official Records, said point bears North 13°44'24" East, 232.33 feet from a point marked by a Caltrans 6" x 6" concrete monument, said point marks the Westerly terminus of the course described as "S. 83°38'41" E., 9.142 meters" as shown on said sheet 8 of 8 of said certain Record of Survey;

THENCE (1) Northerly along said Westerly Right of Way line and a non-tangent curve, concave Easterly, having a radius of 2,060.00 feet, a radial to said point bears North 82°56'45" West, an arc distance of 25.52 feet, through a central angle of 00°42'35" to the quarter section line of Section 11 and the southerly boundary line of said property and the TRUE POINT OF BEGINING;

THENCE (2) leaving said Westerly Right of Way line along said quarter section line and southerly boundary line North 87°57'43" West, 15.18 feet to the beginning of a non-tangent curve, concave Easterly, having a radius of 2,060.00 feet, a radial to said point bears North 82°56'45" West;

THENCE (3) northerly along said curve an arc distance of 394.31 feet, through a central angle of 10°58'02";

THENCE (4) South 72°26'36" East 14.87 feet to a point on said Westerly Right of Way line and the beginning of a non-tangent curve, concave Easterly, having a radius of 2,060.00 feet, a radial to said point bears North 72°05'23" West;

THENCE (5) Southerly along said curve, an arc distance of 390.23 feet, through a central angle of 10°51'13" to said POINT OF BEGINING;

The bearings and distances used in this description are on the California Coordinate System of 1983, Epoch 2004.69, Zone 2. Multiply distances by 0.99991612 to obtain grid distances.

The rights to the above-described temporary easement shall cease and terminate no later than December 29, 2029. Said rights may also be terminated prior to stated date by the STATE upon notice to OWNER.

PARCEL 37619-2:

An easement for temporary construction purposes, being a portion of that real property described in that Grant Deed recorded January 17, 2012, in Document Number 20120001180, Official Records of Nevada County, being a portion of Section 11, Township 15 North, Range 8 East, M.D.M., in the unincorporated County of Nevada, State of California, and more particularly described as follows:

COMMENCING at a point marked by a Caltrans 6" x 6" concrete monument and the POINT OF BEGINING, said point being on the Existing Westerly Right of Way line of State Route 49, said point marks the Northerly terminus of the course described as "N. 06°21'19" E., 70.294 meters" as shown on sheet 8 of 8 on that certain Record of Survey, recorded March 21, 2023, in Book 17, Page 227, in the County of Nevada Official Records, said point bears North 13°44'24" East, 232.33 feet from a point marked by a Caltrans 6" x 6" concrete monument, said point marks the Westerly terminus of the course described as "S. 83°38'41" E., 9.142 meters" as shown on said sheet 8 of 8 of said certain Record of Survey;

THENCE (1) North 14°36'32" East ,592.03 feet to a point on said Westerly Right of Way line and the TRUE POINT OF BEGINING;

THENCE (2) leaving said Westerly Right of Way line North 65°58'01" West, 59.96;

THENCE (3) North 24°02'01" East, 36.65 to a point on the Northerly boundary line of said property;

THENCE (4) along said northerly boundary line, South 71°01'28" East, 59.77 to a point on said Westerly Right of Way line and the beginning of a non-tangent curve, concave Easterly, having a radius of 2,060.00 feet, a radial to said point bears North 65°57'57" West;

THENCE (5) Southerly along said curve, an arc distance of 41.92 feet, through a central angle of 1°09'58" to said POINT OF BEGINING

The bearings and distances used in this description are on the California Coordinate System of 1983, Epoch 2004.69, Zone 2. Multiply distances by 0.99991612 to obtain grid distances.

The rights to the above-described temporary easement shall cease and terminate no later than December 29, 2029. Said rights may also be terminated prior to stated date by the STATE upon notice to OWNER.

PARCEL 37619-3

An easement to construct, reconstruct and maintain (place, operate, inspect, repair and remove) such communication facilities as Grantee, its successors, assigns, lessees and agents may from time to time require (including ingress thereto and egress therefrom) consisting of anchors and guys with all necessary fixtures and appurtenances in, over, under and upon that certain real property. Grantee, its successors, assigns, lessees and agents have the right to trim such tree foliage and to cut such limbs and roots on said property as may be necessary for the protection of said facilities. Grantor shall not erect or construct any building or other structure or drill or operate any well within said easement. Grantee, its successors, assigns, lessees and agents shall be responsible for damage caused intentionally or by its negligence or willful misconduct while exercising the rights granted herein. The provisions hereof will inure to the benefit of and bind the successors and assigns of the respective parties hereto. Said Easement being a portion of that real property described in that Grant Deed recorded January 17, 2012, in Document Number 20120001180, Official Records of Nevada County, being a portion of Section 11, Township 15 North, Range 8 East, M.D.M., in the unincorporated County of Nevada, State of California, and more particularly described as follows:

COMMENCING at a point marked by a Caltrans 6" x 6" concrete monument, said point being on the Westerly Right of Way line of State Route 49, said point marks the Westerly terminus of the course shown as "S 83°38'41" E (RADIAL) 9.142" on sheet 8 of 8 on that certain Record of Survey, recorded March 21, 2023, in BK 17, Page 227, County of Nevada Official Records; said point bears North 83°09'37" West, 29.58 feet from a point marked by a Caltrans 6" x 6" concrete monument, said point marks the Easterly terminus of the course shown as "S 83°38'41" E (RADIAL) 9.142" on sheet 8 of 8 on that certain Record of Survey;

THENCE (1) North 11° 44' 33" East, 360.62 feet to a point on the Westerly Right of Way line of State Route 49 and the TRUE POINT OF BEGINNING;

THENCE (2) departing said Right of Way line, North 78°54'42" West, 20.00 feet;

THENCE (3) North 10°03'48" East, 10.00 feet;

THENCE (4) South 78°54'42" East, 20.00 feet to a point on said Westerly Right of Way line and the beginning of a non-tangent curve, concave Easterly, having a radius of 2,600.00 feet, a radial to said point bears North 80°04'33" West;

THENCE (5) Southerly along said curve, an arc distance of 10.00 feet, through a central angle of 00°16'42", to said POINT OF BEGINNING;

The bearings and distances used in this description are on the California Coordinate System of 1983, Epoch 2004.69, Zone 2. Multiply distances by 0.99991612 to obtain grid distances.

Legal Description of Parcels 37619-3,4
Page 2 of 2

PARCEL 37619-4

An easement to construct, reconstruct and maintain (place, operate, inspect, repair, and remove) such communication facilities as Grantee, its successors, assigns, lessees and agents may from time to time require (including ingress thereto and egress therefrom) consisting of anchors and guys with all necessary fixtures and appurtenances in, over, under and upon that certain real property. Grantee, its successors, assigns, lessees and agents have the right to trim such tree foliage and to cut such limbs and roots on said property as may be necessary for the protection of said facilities. Grantor shall not erect or construct any building or other structure or drill or operate any well within said easement. Grantee, its successors, assigns, lessees and agents shall be responsible for damage caused intentionally or by its negligence or willful misconduct while exercising the rights granted herein. The provisions hereof will inure to the benefit of and bind the successors and assigns of the respective parties hereto. Said Easement being a portion of that real property described in that Grant Deed recorded January 17, 2012, in Document Number

20120001180, Official Records of Nevada County, being a portion of Section 11, Township 15 North, Range 8 East, M.D.M., in the unincorporated County of Nevada, State of California, and more particularly described as follows:

COMMENCING at a point marked by a Caltrans 6" x 6" concrete monument, said point being on the Westerly Right of Way line of State Route 49, said point marks the Westerly terminus of the course shown as "S 83°38'41" E (RADIAL) 9.142" on sheet 8 of 8 on that certain Record of Survey, recorded March 21, 2023, in BK 17, Page 227, County of Nevada Official Records; said point bears North 83°09'37" West, 29.58 feet from a point marked by

a Caltrans 6" x 6" concrete monument, said point marks the Easterly terminus of the course shown as "S 83°38'41" E (RADIAL) 9.142" on sheet 8 of 8 on that certain Record of Survey;

THENCE (1) North 13° 30' 22" East, 738.29 feet to a point on the Westerly Right of Way line of State Route 49 and the TRUE POINT OF BEGINNING;

THENCE (2) departing said Right of Way line North 69°30'58" West, 10.00 feet;

THENCE (3) North 20°35'28" East, 10.00 feet;

THENCE (4) South 69°30'58" East, 10.00 feet to a point on said Westerly Right of Way line and the beginning of a non-tangent curve, concave Easterly, having a radius of 2,600.00 feet, a radial to said point bears North 69°16'10" West;

THENCE (5) Southerly along said curve, an arc distance of 10.00 feet, through a central angle of 00°16'41", to said POINT OF BEGINNING;

The bearings and distances used in this description are on the California Coordinate System of 1983, Epoch 2004.69, Zone 2. Multiply distances by 0.99991612 to obtain grid distances.

**TRANSPORTATION COMMISSION
RESOLUTION NO.**

C-22491

CALIFORNIA TRANSPORTATION COMMISSION
RESOLUTION OF NECESSITY
TO ACQUIRE CERTAIN REAL PROPERTY
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
HIGHWAY 04-Nap-29-PM 33.1 PARCEL 64605-1, 2, 3
OWNER: Realty Income Properties 2, 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

APPROVED AS TO FORM AND PROCEDURE

APPROVAL RECOMMENDED

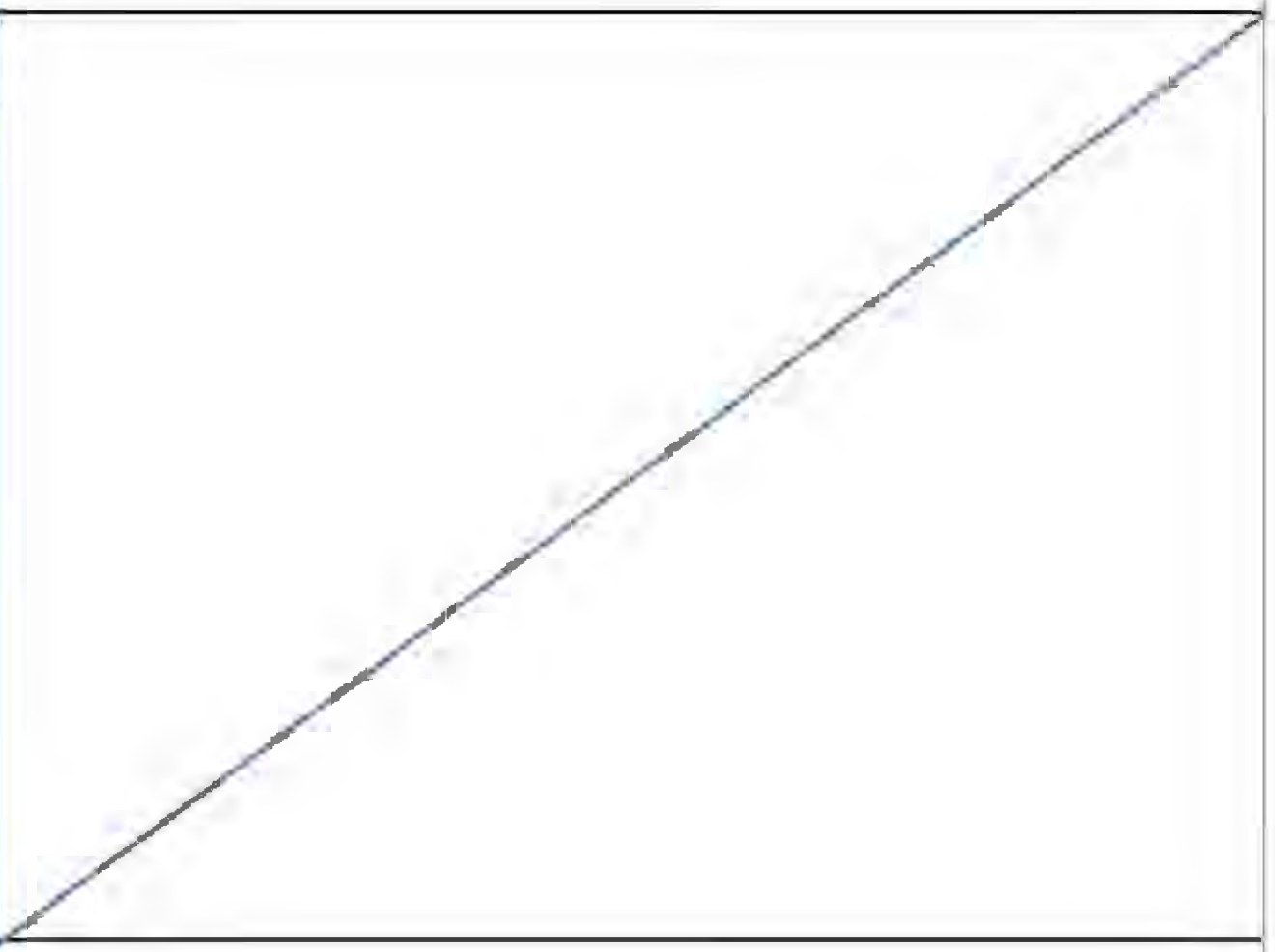
Attorney, Department of Transportation

DIVISION OF RIGHT OF WAY

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

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

8 The real property or interests in real property, which the Department of
9 Transportation is by this resolution authorized to acquire, is situated in the County of Napa,
10 State of California, Highway 04-Nap-29 and described as follows:



Parcel 64605-1

For State Highway Purposes, a Temporary Construction Easement and Incidents thereto, upon, over and across the following described parcel of land:

That Portion of Parcel One and Parcel Two, in the County of Napa, State of California, as described in that Grant Deed recorded July 16, 2010, Document Number 2010-0016083, Official Records of Napa County, described as follows:

BEGINNING at the most southerly corner of that parcel of land, to the State of California, described in that Grant Deed No. 14283, recorded March 3, 1955, in Volume 467 at Page 195, Official Records of Napa County; thence along the northerly State Highway Right of Way as shown on that Record of Survey Number S-546, filed August 28, 2001, in Book 34 of Surveys at Pages 19-28, in the Office of the County Recorder of Napa, the following two (2) courses: South 65°08'17" West 200.05 feet and South 69°34'47" East 358.18 feet; thence North 21°00'00" 32.93 feet; thence North 69°00'00" West 295.00 feet; thence North 71°00'00" East 46.00 feet; thence North 22°00'00" West 84.00 feet; thence South 84°56'14" West 62.90 feet; thence South 74°00'00" West 75.00 feet; thence North 62°00'00" West 62.00 feet; thence North 74°10'00" West 56.56 feet to the southeasterly line of said parcel of land described in Grant Deed No. 14283; thence along said line South 29°22'26" West 44.25 feet to the BEGINNING.

Rights to the above-described Temporary Easement shall cease and terminate on September 30, 2027. Said rights may also be terminated prior to the above date by the State upon notice to the Owner.

The bearings and distances used in the above descriptions are on the California Coordinate System of 1983, Zone 2, Epoch 1991.35. Divide the above distances by 0.99994773 to obtain ground level distances.

Parcel 64605-2

For State Highway Purposes, a Temporary Monitoring and Maintenance Easement and Incidents thereto, upon, over and across the following described parcel of land:

BEGINNING at the most southerly corner of that parcel of land, to the State of California, described in that Grant Deed No. 14283, recorded March 3, 1955, in Volume 467 at Page 195, Official Records of Napa County; thence along the northerly State Highway Right of Way as shown on that Record of Survey Number S-546, filed August 28, 2001, in Book 34 of Surveys at Pages 19-28, in the Office of the County Recorder of Napa, the following two (2) courses: South $65^{\circ}08'17''$ West 200.05 feet and South $69^{\circ}34'47''$ East 63.53 feet; thence North $20^{\circ}25'13''$ 35.92 feet; thence North $71^{\circ}00'00''$ East 46.00 feet; thence North $22^{\circ}00'00''$ West 84.00 feet; thence South $84^{\circ}56'14''$ West 62.90 feet; thence South $74^{\circ}00'00''$ West 75.00 feet; thence North $62^{\circ}00'00''$ West 62.00 feet; thence North $74^{\circ}10'00''$ West 56.56 feet to the southeasterly line of said parcel of land described in Grant Deed No. 14283; thence along said line South $29^{\circ}22'26''$ West 44.25 feet to the BEGINNING.

Rights to the above-described Temporary Easement shall cease and terminate on September 30, 2037. Said rights may also be terminated prior to the above date by the State upon notice to the Owner.

The bearings and distances used in the above descriptions are on the California Coordinate System of 1983, Zone 2, Epoch 1991.35. Divide the above distances by 0.99994773 to obtain ground level distances.

Parcel 64605-3

For State Highway Purposes, a Temporary Monitoring and Maintenance Easement and Incidents thereto, upon, over and across the following described parcel of land:

A strip of land 60.00 feet wide, the centerline of which is described as follows:

COMMENCING at the most southerly corner of that parcel of land, to the State of California, described in that Grant Deed No. 14283, recorded March 3, 1955, in Volume 467 at Page 195, Official Records of Napa County; thence along the northerly State Highway Right of Way as shown on that Record of Survey Number S-546, filed August 28, 2001, in Book 34 of Surveys at Pages 19-28, in the Office of the County Recorder of Napa, the following course: South $65^{\circ}08'17''$ West 112.00 feet to the BEGINNING of the herein described centerline; thence North $50^{\circ}47'00''$ East 63.00 feet; thence South $83^{\circ}52'00''$ East 115.00 feet; thence North $59^{\circ}48'00''$ East 78.00 feet; thence North $38^{\circ}25'00''$ East 109.00 feet to the terminus.

The sidelines of said described strip are to extend or shorten to terminate on a line bearing North $69^{\circ}34'47''$ West through the terminus and said northerly State Highway Right of Way line bearing South $65^{\circ}08'17''$ East through the BEGINNING.

Rights to the above-described Temporary Easement shall cease and terminate on September 30, 2037. Said rights may also be terminated prior to the above date by the State upon notice to the Owner.

The bearings and distances used in the above descriptions are on the California Coordinate System of 1983, Zone 2, Epoch 1991.35. Divide the above distances by 0.99994773 to obtain ground level distances.

**TRANSPORTATION COMMISSION
RESOLUTION NO.**

C-22492

CALIFORNIA TRANSPORTATION COMMISSION
RESOLUTION OF NECESSITY
TO ACQUIRE CERTAIN REAL PROPERTY
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
HIGHWAY 04-Sol-12-PM 24.4-25.0 PARCEL 64335-1
OWNER: Marks-McCormack Associates LTD., a California Limited Partnership

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

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

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

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

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

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

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

APPROVED AS TO FORM AND PROCEDURE

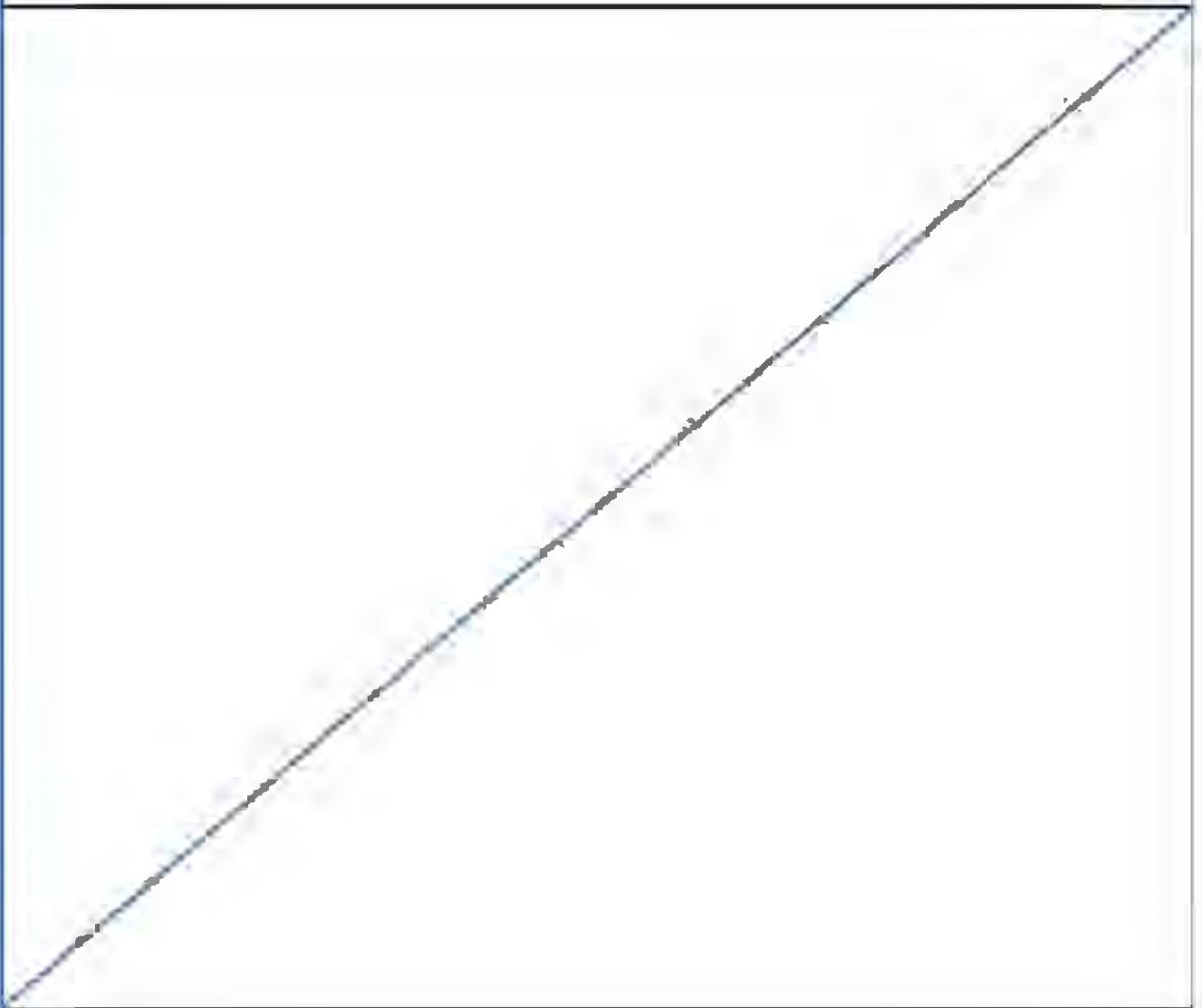
APPROVAL RECOMMENDED

Attorney, Department of Transportation

DIVISION OF RIGHT OF WAY

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

6 The real property or interests in real property, which the Department of
7 Transportation is by this resolution authorized to acquire, is situated in the County of
8 Solano, State of California, Highway 04-Sol-12 and described as follows:



Parcel 64335-1

For State Highway Purposes, in the County of Solano, State of California, that Portion of Parcel 4, as shown on that Parcel Map, filed June 21, 2005, in Book 46 of Parcel Maps at Page 82, in the Recorder's Office of Solano County, described as follows:

BEGINNING at the southerly corner of said Parcel 4; thence along the southwesterly line of said parcel, the following two courses: North 45° 00'18" West 1,088.44 feet and North 44°43'06" West 187.67 feet; thence North 44°54'35" East 29.18 feet; thence South 47°15'06" East 600.61 feet; thence South 45°03'25" East 560.42 feet; thence South 54°18'39" East 81.08 feet; thence North 75°03'13" East 32.34 feet; thence North 45°02'50" East 384.99 feet; thence South 45°03'25" East 19.34 feet to a point on the southeasterly line of said Parcel 4; thence along said southeasterly line South 45°01'53" West 480.28 feet to the BEGINNING.

The bearings and distances used in the above descriptions are on the California Coordinate System of 1983, Zone 2, Epoch 2010.00. Multiply the above distance by 1.0000476 to obtain ground level distances.

**TRANSPORTATION COMMISSION
RESOLUTION NO.**

C-22493

CALIFORNIA TRANSPORTATION COMMISSION
RESOLUTION OF NECESSITY
TO ACQUIRE CERTAIN REAL PROPERTY
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
HIGHWAY 04-Sol-12-PM 25.0 PARCEL 64339-1, 2
OWNER: Gary M. Esperson and Kimberly Esperson, Co-Trustees of the Gary M. Esperson
and Kimberly Esperson Revocable Trust dated December 30, 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;

APPROVED AS TO FORM AND PROCEDURE

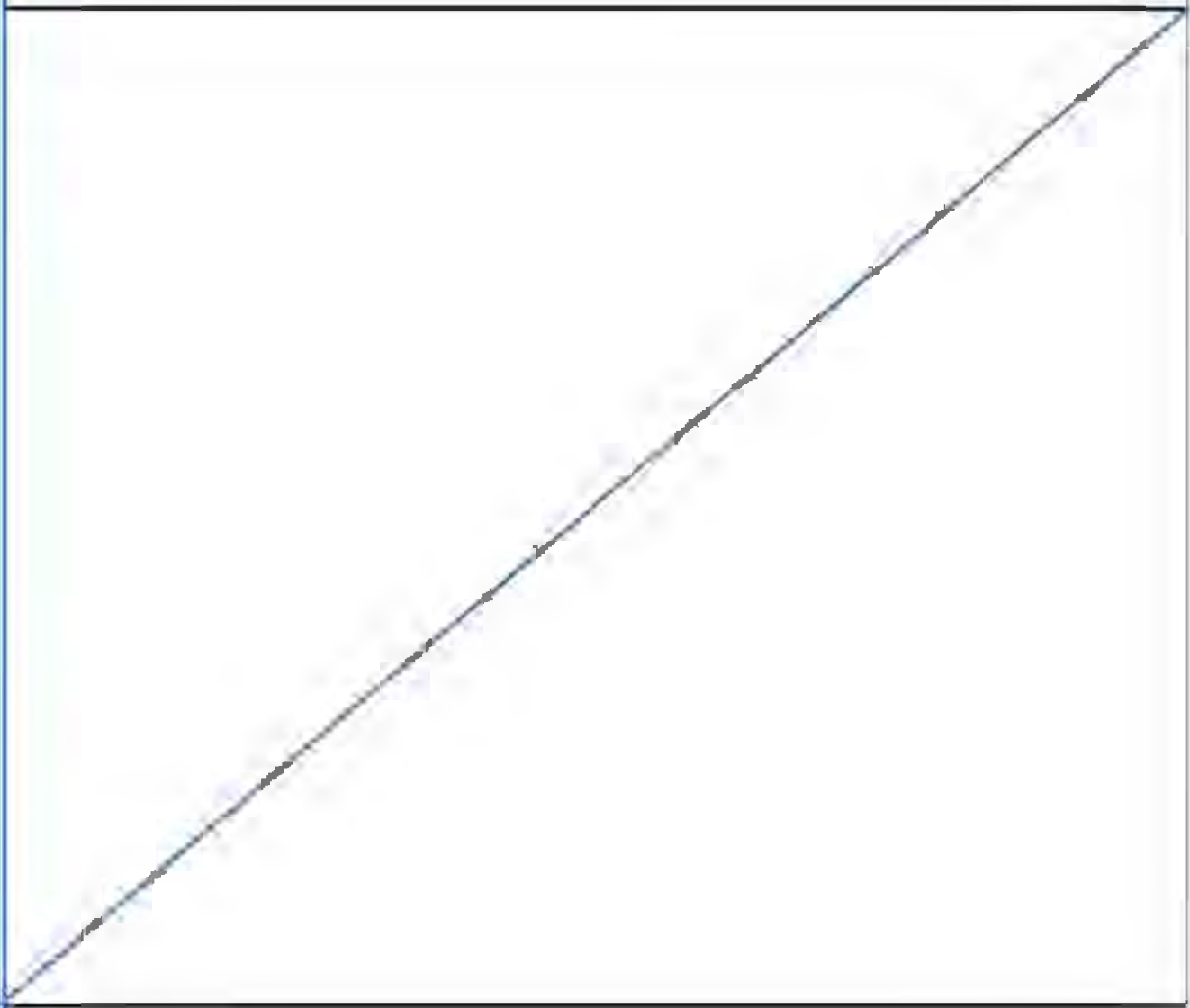
APPROVAL RECOMMENDED

Attorney, Department of Transportation

DIVISION OF RIGHT OF WAY

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

6 The real property or interests in real property, which the Department of
7 Transportation is by this resolution authorized to acquire, is situated in the County of
8 Solano, State of California, Highway 04-Sol-12 and described as follows:



Parcel 64339-1

For State Highway Purposes, in the County of Solano, State of California, a Portion of that Parcel of Land described in that Quitclaim Deed recorded December 1, 2023, Document Number 202300053550, Official Records of Solano County, described as follows:

BEGINNING at the easterly corner of said Parcel of Land; thence along the northeasterly line of said Parcel North $45^{\circ}00'18''$ West 223.99 feet to the northerly corner of said Parcel; thence along the northwesterly line of said Parcel South $46^{\circ}23'42''$ West 17.10 feet; thence South $45^{\circ}03'25''$ East 224.40 feet to the southeasterly line of said Parcel; thence along said line North $45^{\circ}01'42''$ East 16.89 feet to the BEGINNING.

Lands abutting the freeway shall have no right or easement of access thereto.

The bearings and distances used in the above descriptions are on the California Coordinate System of 1983, Zone 2, Epoch 2010.00. Multiply the above distance by 1.0000476 to obtain ground level distances.

Parcel 64339-2

For State Highway Purposes, a Temporary Construction Easement and Incidents thereto, upon, over and across the following described parcel of land:

A Portion of that Parcel of Land, in the County of Solano, State of California, described in that Quitclaim Deed recorded December 1, 2023, Document Number 202300053550, Official Records of Solano County, described as follows:

A strip of land 14.00 feet in width the northeasterly sideline of which is described as follows:

COMENCING at the easterly corner of said Parcel of Land; thence along the northeasterly line of said Parcel North $45^{\circ}00'18''$ West 223.99 feet to the northerly corner of said Parcel; thence along the northwesterly line of said Parcel South $46^{\circ}23'42''$ West 17.10 feet to the BEGINNING of the herein described northeasterly sideline; thence South $45^{\circ}03'25''$ East 224.40 feet to the southeasterly line of said Parcel and the terminus of said strip.

The southwesterly sideline of said strip is to be extended or shortened to terminate on said southeasterly line bearing South $45^{\circ}01'42''$ West through the terminus and said northwesterly line bearing South $46^{\circ}23'42''$ West through the BEGINNING.

Rights to the above-described Temporary Easement shall cease and terminate on May 1, 2028. Said rights may also be terminated prior to the above date by the State upon notice to the Owner.

The bearings and distances used in the above descriptions are on the California Coordinate System of 1983, Zone 2, Epoch 2010.00. Multiply the above distance by 1.0000476 to obtain ground level distances.

**TRANSPORTATION COMMISSION
RESOLUTION NO.**

C-22494

CALIFORNIA TRANSPORTATION COMMISSION
RESOLUTION OF NECESSITY
TO ACQUIRE CERTAIN REAL PROPERTY
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
HIGHWAY 06-Fre-33-PM 15.80 PARCEL 89027-1, 2
OWNER: Ramon Lemus, a married man as his sole and separate property

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

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

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

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

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

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

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

APPROVED AS TO FORM AND PROCEDURE

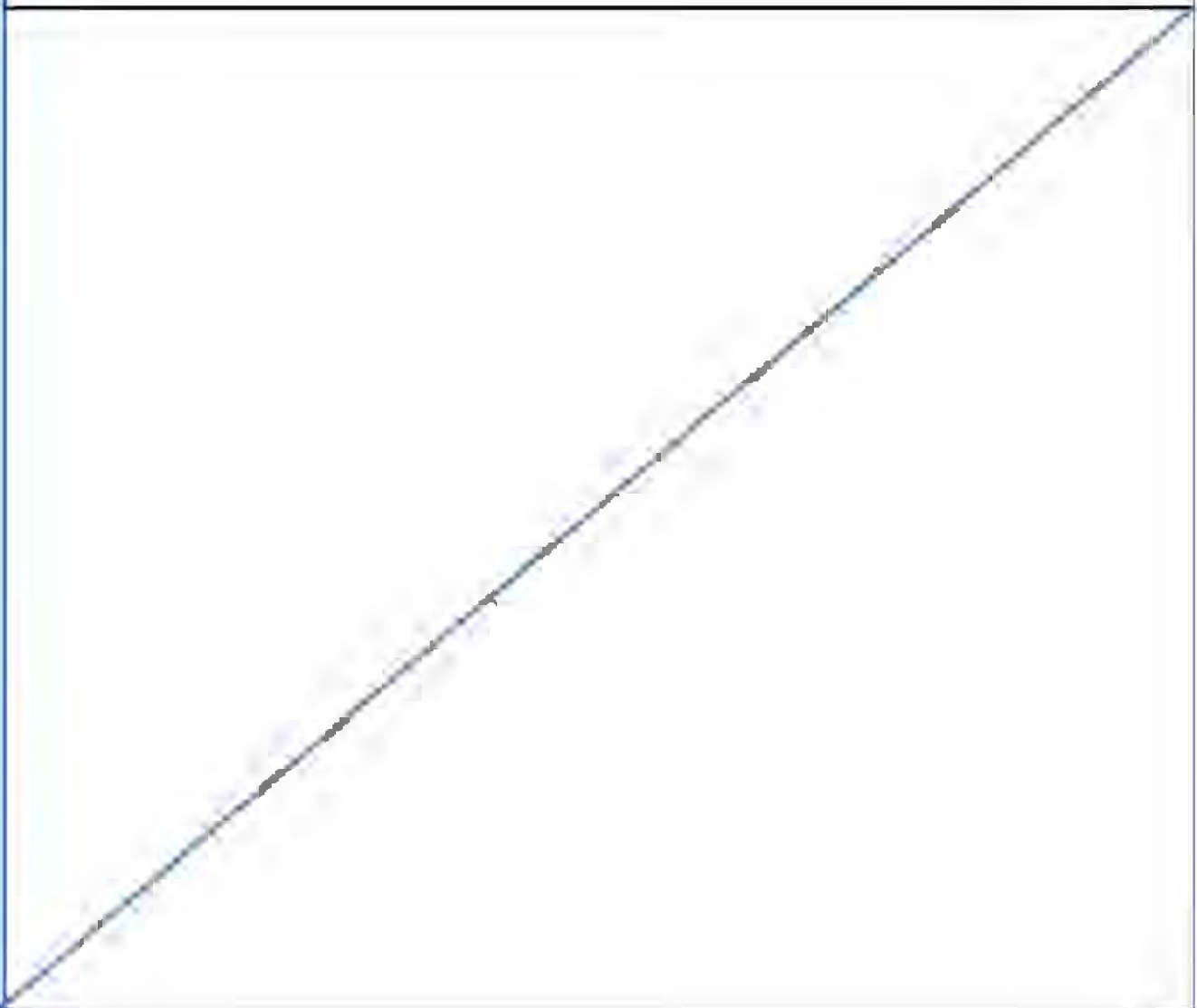
APPROVAL RECOMMENDED

Attorney, Department of Transportation

DIVISION OF RIGHT OF WAY

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

6 The real property or interests in real property, which the Department of
7 Transportation is by this resolution authorized to acquire, is situated in the County of
8 Fresno, State of California, Highway 06-Fre-33 and described as follows:



PARCEL 89027-1

For State highway purposes, that portion of Lot 33 in Block 21 of The Official Map of The City of Coalinga, recorded in Book 10 of Record of Surveys at Pages 3 through 8, Fresno County Records, in the Southeast quarter of Section 32, Township 20 South, Range 15 East, Mount Diablo Meridian, according to the Official Plat thereof, more particularly described as follows:

COMMENCING at a 1.5 inch brass disk stamped LS 4335, found and accepted as the intersection point of the centerline of Elm Avenue (80 feet wide) with the centerline of 4TH Street (80 feet wide), as shown on said Map of the City of Coalinga, from which the intersection of the centerlines of said Elm Avenue with the centerline of 5TH Street (80 feet wide), per said map, found and accepted as a 1.5 inch brass disk stamped LS 4335, bears South 38°24'21" West, a distance of 479.77 feet; THENCE (1) leaving said intersection of the centerline of said Elm Avenue with the centerline of said 4TH Street, South 38°24'21" West, along the centerline of said Elm Avenue, a distance of 47.00 feet; THENCE (2) leaving said centerline, at a right angle, North 51°35'39" West, a distance of 40.00 feet to a point on the northwesterly right of way line of said Elm Avenue and the southeasterly line of said Lot 33, said point being the POINT OF BEGINNING; THENCE (3) North 31°27'39" East, a distance of 7.07 feet to the northeasterly line of said Lot 33 and the southwesterly right of way line of said 4TH Street; THENCE (4) South 51°33'56" East, along said Lot and right of way line, a distance of 0.86 feet to the most easterly corner of said Lot 33; THENCE (5) South 38°24'21" West, along the southeasterly line of said Lot 33 and the northwesterly right of way line of said Elm Avenue, a distance of 7.02 feet to the POINT OF BEGINNING.

The bearings and distances used in this description are on the California Coordinate System of 1983, Zone 4. Divide distances by 0.99995106 to convert to ground distances.

PARCEL 89027-2 (Underlying Fee)

For state highway purposes, underlying fee interest, if any, in and to that portion of above described 4TH Street and Elm Avenue, more particularly described as follows:

BEGINNING at the above described POINT OF BEGINNING; THENCE (6) South 38° 24' 21" West, along the northwesterly right of way line of said Elm Avenue, a distance of 42.96 feet to the most southerly corner of Lot 32 in said Block 21; THENCE (7) South 51° 35' 39" East, a distance of 40.00 feet to the centerline of said Elm Avenue; THENCE (8) North 38° 24' 21" East, along the centerline of said Elm Avenue, a distance of 89.96 feet to the centerline of said 4TH Street; THENCE (9) North 51° 33' 56" West, along the centerline of said 4TH Street, a distance of 40.86 feet; THENCE (10) South 38° 24' 21" West, a distance of 40.00 feet to the northwesterly terminus of above described course (4) of Parcel 89027-1; THENCE (11) along said course (4), South 51° 33' 56" East, a distance of 0.86 feet to the most easterly corner of said Lot 33; THENCE (12) South 38° 24' 21" West, along the southeasterly line of said Lot 33 and the northwesterly right of way line of said Elm Avenue, a distance of 7.02 feet to the POINT OF BEGINNING.

The bearings and distances used in this description are on the California Coordinate System of 1983, Zone 4. Divide distances by 0.99995106 to convert to ground distances.

**TRANSPORTATION COMMISSION
RESOLUTION NO.**

C-22495

**CALIFORNIA TRANSPORTATION COMMISSION
RESOLUTION OF NECESSITY
TO ACQUIRE CERTAIN REAL PROPERTY
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
HIGHWAY 06-Fre-33-PM 16.68 PARCEL 89039-1, 2, 3**

OWNER: Clydene D. Raxter, by Order of Final Distribution, under the will of Harriet N. Apple, also known as Hattie N. Apple, deceased, Superior Court Case No. 358312-7, dated July 13, 1987, as to an undivided one-sixth interest; Helen D. Charlesworth, Trustee of the Henry G. Valencia and Melba J. Valencia Living Trust udt 12/27/95, as to an undivided one-sixth interest, Subject to Item No. 12; John M. Apple and Joy E. Apple, as Trustees of the John and Joy Apple 1996 Revocable Trust, or their successor trustees, for the benefit of John M. Apple and Joy E. Apple and their issue, under instrument dated April 15, 1996, as the sole and separate property of John M. Apple, as to an undivided one-sixth Interest, Cleo Apple, also known as Cleo A. Apple and Cleo Allyne Apple, as Successor Trustees of the Vern and Cleo Apple 2000 Revocable Trust, or their successor trustees, as community property, for the benefit of Vern Apple, also known as Emit Vern Apple and Vern E. Apple, and Cleo Apple, also known as Cleo A. Apple and Cleo Allyne Apple, as to an undivided one-half interest, Subject to Item No. 13

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;

APPROVED AS TO FORM AND PROCEDURE

APPROVAL RECOMMENDED

Attorney, Department of Transportation

DIVISION OF RIGHT OF WAY

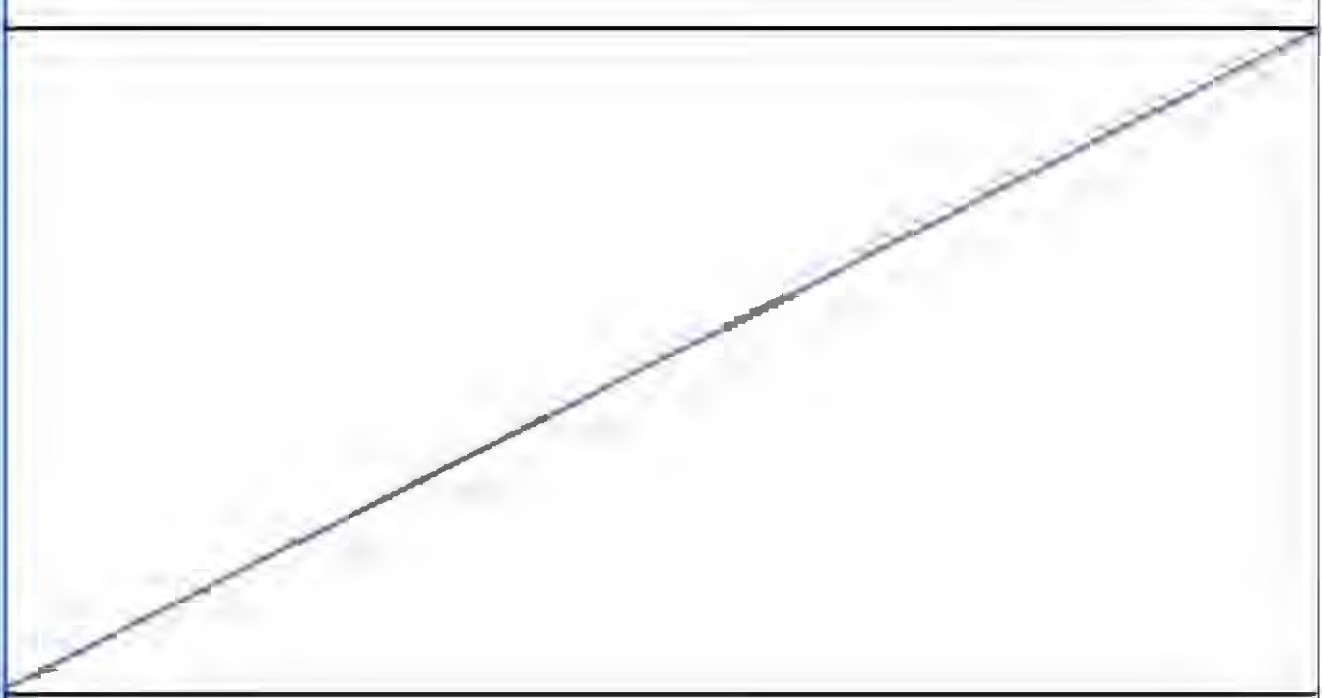
1 The property sought to be acquired and described by this resolution is necessary for
2 the public project;

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

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

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

12 The real property or interests in real property, which the Department of
13 Transportation is by this resolution authorized to acquire, is situated in the County of
14 Fresno, State of California, Highway 06-Fre-33 and described as follows:



PARCEL 89039-1

For State highway purposes, that portion of that certain parcel of land described in the Quitclaim Deed recorded April 22, 1996, Document No. 96050940, Official Records Fresno County, in the Northwest quarter of Section 33, Township 20 South, Range 15 East, Mount Diablo Meridian, according to the Official Plat thereof, included within the following described parcel of land:

COMMENCING at the Northwest corner of said Section 33, found and accepted as a 3" brass disk in monument well, stamped for Section corner, per Corner Record No. 6408, on file with the Fresno County Surveyor, from which the Southwest corner of said Section 33, found and accepted as a concrete slab with punch hole, in monument well, per Corner Record No. 4553, on file with the Fresno County Surveyor, bears South 0°43'55" West, a distance of 5279.62 feet from said Northwest corner; THENCE (1) leaving said Northwest corner, South 0°43'55" West, along the West line of said Section 33, a distance of 439.00 feet; THENCE (2) leaving the West line of said Section 33, South 89°16'05" East, a distance of 60.20 feet to a point on the easterly right of way line of State Route 33 (Elm Avenue), said point being POINT OF BEGINNING; THENCE (3) South 89°17'32" East, a distance of 0.55 feet; THENCE (4) North 13°36'01" East, a distance of 4.19 feet; THENCE (5) North 56°32'54" East, a distance of 3.02 feet; THENCE (6) North 0°42'28" East, a distance of 24.40 feet; THENCE (7) North 54°34'36" West, a distance of 3.04 feet; THENCE (8) North 0°42'28" East, a distance of 44.78 feet; THENCE (9) North 57°20'30" East, a distance of 2.99 feet; THENCE (10) North 0°42'28" East, a distance of 20.74 feet; THENCE (11) North 54°34'36" West, a distance of 3.04 feet; THENCE (12) North 0°42'28" East, a distance of 48.83 feet; THENCE (13) North 55°59'31" East, a distance of 3.04 feet; THENCE (14) North 0°42'28" East, a distance of 16.37 feet; THENCE (15) North 54°34'36" West, a distance of 3.04 feet;

PARCEL 89039-1 (continued)

THENCE (16) North $0^{\circ}42'28''$ East, a distance of 53.59 feet; THENCE (17) North $89^{\circ}26'37''$ West, a distance of 1.39 feet to the easterly right of way line of said State Route 33; THENCE (18) South $0^{\circ}43'55''$ West, along said easterly right of way line, a distance of 223.06 feet to the POINT OF BEGINNING.

The bearings and distances used in this description are on the California Coordinate System of 1983, Zone 4. Divide distances by 0.99995106 to convert to ground distances.

PARCEL 89039-2

A temporary easement for construction purposes, in and to that portion of that certain parcel of land described in the Quitclaim Deed recorded April 22, 1996, Document No. 96050940, Official Records Fresno County, in the Northwest quarter of Section 33, Township 20 South, Range 15 East, Mount Diablo Meridian, according to the Official Plat thereof, included within the following described parcel of land:

COMMENCING at the Northwest corner of said Section 33, found and accepted as a 3" brass disk in monument well, stamped for Section corner, per Corner Record No. 6408, on file with the Fresno County Surveyor, from which the Southwest corner of said Section 33, found and accepted as a concrete slab with punch hole, in monument well, per Corner Record No. 4553, on file with the Fresno County Surveyor, bears South 0°43'55" West, a distance of 5279.62 feet from said Northwest corner; THENCE (1) leaving said Northwest corner, South 0°43'55" West, along the West line of said Section 33, a distance of 439.00 feet; THENCE (2) leaving the West line of said Section 33, South 89°16'05" East, a distance of 60.20 feet to the easterly right of way line of State Route 33 (Elm Avenue); THENCE (3) South 89°17'32" East, a distance of 0.55 feet to the POINT OF BEGINNING; THENCE (4) North 13°36'01" East, a distance of 4.19 feet; THENCE (5) North 56°32'54" East, a distance of 3.02 feet; THENCE (6) North 0°42'28" East, a distance of 24.40 feet; THENCE (7) North 54°34'36" West, a distance of 3.04 feet; THENCE (8) North 0°42'28" East, a distance of 44.78 feet; THENCE (9) North 57°20'30" East, a distance of 2.99 feet; THENCE (10) North 0°42'28" East, a distance of 20.74 feet; THENCE (11) North 54°34'36" West, a distance of 3.04 feet; THENCE (12) North 0°42'28" East, a distance of 48.83 feet; THENCE (13) North 55°59'31" East, a distance of 3.04 feet; THENCE (14) North 0°42'28" East, a distance of 16.37 feet;

PARCEL 89039-2 (continued)

THENCE (15) North 54°34'36" West, a distance of 3.04 feet; THENCE (16) North 0°42'28" East, a distance of 53.59 feet; THENCE (17) South 89° 17' 32" East, a distance of 2.00 feet; THENCE (18) South 0° 42' 28" West, a distance of 52.54 feet; THENCE (19) South 89° 17' 32" East, a distance of 5.50 feet; THENCE (20) South 0° 42' 28" West, a distance of 21.93 feet; THENCE (21) North 89° 17' 32" West, a distance of 5.50 feet; THENCE (22) South 0° 42' 28" West, a distance of 46.73 feet; THENCE (23) South 89° 17' 32" East, a distance of 5.50 feet; THENCE (24) South 0° 42' 28" West, a distance of 26.21 feet; THENCE (25) North 89° 17' 32" West, a distance of 5.50 feet; THENCE (26) South 0° 42' 28" West, a distance of 42.68 feet; THENCE (27) South 89° 17' 32" East, a distance of 5.50 feet; THENCE (28) South 0° 42' 28" West, a distance of 30.08 feet; THENCE (29) North 89° 17' 32" West, a distance of 5.72 feet; THENCE (30) South 13° 36' 01"W, a distance of 2.93 feet; THENCE (30) North 90° 00' 00" West, a distance of 2.06 feet to the POINT OF BEGINNING.

Rights to the above described temporary easement shall cease and terminate on June 20, 2026. The rights may also be terminated prior to the above date by STATE upon notice to GRANTOR.

The bearings and distances used in this description are on the California Coordinate System of 1983, Zone 4. Divide distances by 0.99995106 to convert to ground distances.

PARCEL 89039-3 (Underlying Fee)

For State highway purposes, underlying fee interest, if any, in and to that portion of State Route 33 (Elm Avenue), which is contiguous to that certain parcel of land described in the Quitclaim Deed recorded April 22, 1996, Document No. 96050940, Official Records Fresno County, in the Northwest quarter of Section 33, Township 20 South, Range 15 East, Mount Diablo Meridian, according to the Official Plat thereof.

**TRANSPORTATION COMMISSION
RESOLUTION NO.**

C-22496

CALIFORNIA TRANSPORTATION COMMISSION
RESOLUTION OF NECESSITY
TO ACQUIRE CERTAIN REAL PROPERTY
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
HIGHWAY 06-Fre-33-PM 15.70 PARCEL 89062-1, 2, 3
OWNER: Jagdish Singh, a married man as his sole and separate property

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

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

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

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

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

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

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

APPROVED AS TO FORM AND PROCEDURE

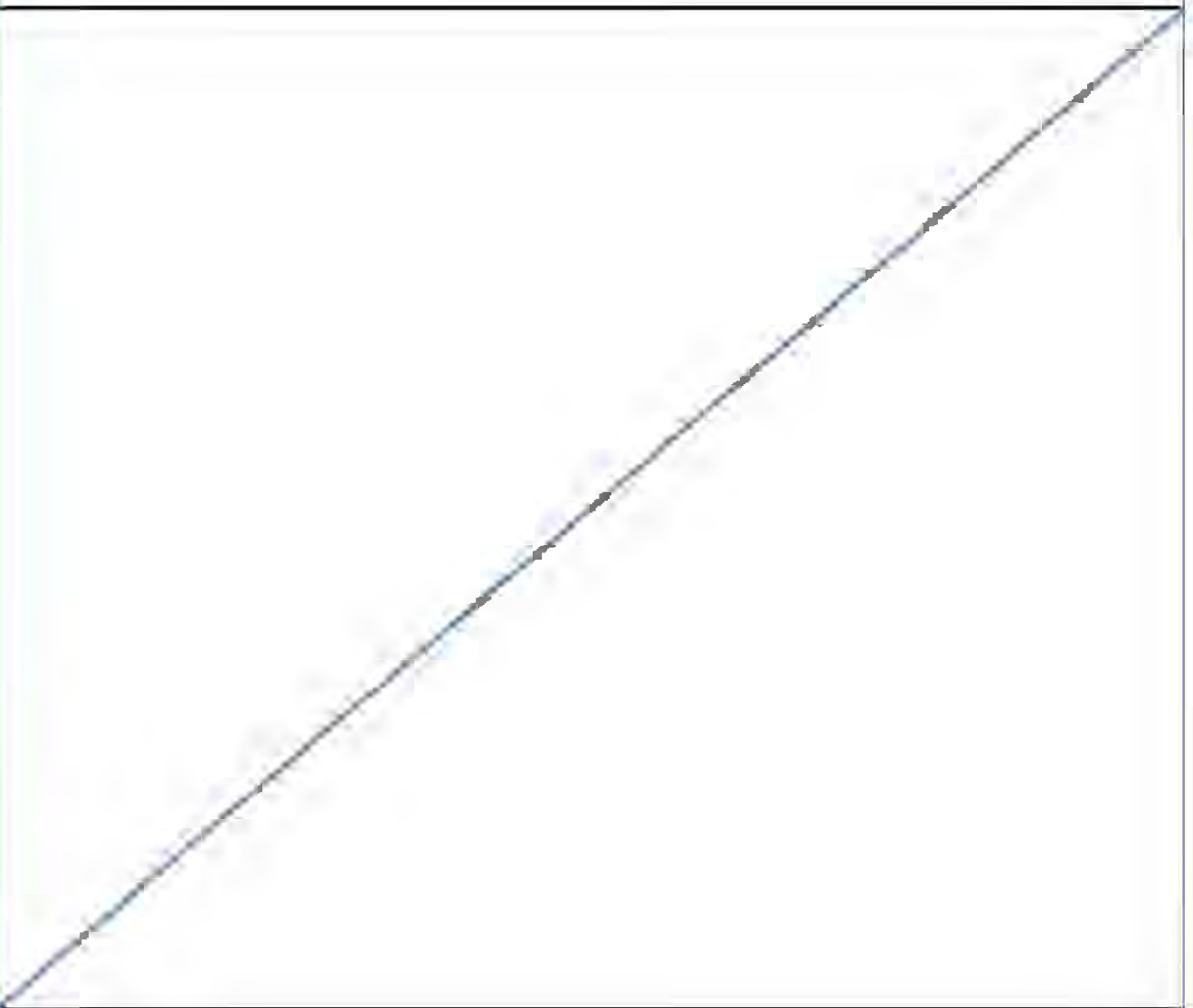
APPROVAL RECOMMENDED

Attorney, Department of Transportation

DIVISION OF RIGHT OF WAY

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

6 The real property or interests in real property, which the Department of
7 Transportation is by this resolution authorized to acquire, is situated in the County of
8 Fresno, State of California, Highway 06-Fre-33 and described as follows:



PARCEL 89062-1

For State highway purposes, that portion of Lot 1 in Block 28 of The Official Map of The City of Coalinga, recorded in Book 10 of Record of Surveys at Pages 3 through 8, Fresno County Records, in the Southeast quarter of Section 32, Township 20 South, Range 15 East, Mount Diablo Meridian, according to the Official Plat thereof, more particularly described as follows:

COMMENCING at a 1.5 inch brass disk stamped LS 4335, found and accepted as the intersection point of the centerline of 5TH Street (80 feet wide) with the centerline of Forest Street (80 feet wide), as shown on Parcel Map No. 019, recorded in Book 42 of Parcel Maps at Page 26, Fresno County Records; THENCE (1) North $51^{\circ}34'43''$ West, along the centerline of said 5TH Street, a distance of 400.07 feet to a brass disk in monument well, stamped LS 4335, found and accepted as the intersection point of the centerline of said 5TH Street with the centerline of Elm Avenue (80 feet wide); THENCE (2) South $38^{\circ}24'21''$ West, along the centerline of said Elm Avenue, a distance of 40.89 feet; THENCE (3) South $51^{\circ}34'43''$ East, parallel with the centerline of said 5TH Street, a distance of 40.00 feet to a point on the southeasterly right of way line of said Elm Avenue and the northwesterly line of said Lot 1, said point being the POINT OF BEGINNING; THENCE (4) North $81^{\circ}33'10''$ East, a distance of 1.22 feet to the northeasterly line of said Lot 1 and the southwesterly right of way line of said 5TH Street; THENCE (5) North $51^{\circ}34'43''$ West, along said northeasterly Lot line and said southwesterly right of way line, a distance of 0.83 feet to the most northerly corner of said Lot 1; THENCE (6) South $38^{\circ}24'21''$ West, along the northwesterly line of said Lot 1 and the southeasterly right of way of said Elm Avenue, a distance of 0.89 feet to the POINT OF BEGINNING.

PARCEL 89062-1 (continued)

The bearings and distances used in the above description are on the California Coordinate System of 1983, Zone 4. Divide distances by 0.99995106 to convert to ground distances.

PARCEL 89062-2

A temporary easement for construction purposes, in and to that portion of Lot 1 in Block 28 of The Official Map of The City of Coalinga, recorded in Book 10 of Record of Surveys at Pages 3 through 8, Fresno County Records, in the Southeast quarter of Section 32, Township 20 South, Range 15 East, Mount Diablo Meridian, according to the Official Plat thereof, more particularly described as follows:

COMMENCING at a 1.5 inch brass disk stamped LS 4335, found and accepted as the intersection point of the centerline of 5TH Street (80 feet wide) with the centerline of Forest Street (80 feet wide), as shown on Parcel Map No. 019, recorded in Book 42 of Parcel Maps at Page 26, Fresno County Records; THENCE (1) North $51^{\circ}34'43''$ West, along the centerline of said 5TH Street, a distance of 400.07 feet to a brass disk in monument well, stamped LS 4335, found and accepted as the intersection point of the centerline of said 5TH Street with the centerline of Elm Avenue (80 feet wide); THENCE (2) South $38^{\circ}24'21''$ West, along the centerline of said Elm Avenue, a distance of 40.89 feet; THENCE (3) South $51^{\circ}34'43''$ East, parallel with the centerline of said 5TH Street, a distance of 40.00 feet to a point on the southeasterly right of way line of said Elm Avenue and the northwesterly line of said Lot 1, said point being the POINT OF BEGINNING; THENCE (4) North $81^{\circ}33'10''$ East, a distance of 1.22 feet to the northeasterly line of said Lot 1 and the southwesterly right of way line of said 5TH Street; THENCE (5) South $51^{\circ}34'43''$ East, along said southwesterly right of way line of 5TH

PARCEL 89062-2 (continued)

Street, a distance of 149.20 feet to the southeasterly line of said Lot 1; THENCE (6) South $38^{\circ}16'39''$ West, along said southeasterly line, a distance of 2.00 feet; THENCE (7) North $51^{\circ}34'43''$ West, parallel with and 2.00 feet southwesterly of above described course (5), a distance of 148.04 feet; THENCE (8) South $38^{\circ}24'21''$ West, a distance of 5.77 feet; THENCE (9) North $51^{\circ}35'39''$ West, a distance of 2.00 feet to the southeasterly right of way line of said Elm Avenue, and the northwesterly line of said Lot 1; THENCE (10) North $38^{\circ}24'21''$ East, along said southeasterly right of way line of said Elm Avenue, and said northwesterly line of said Lot 1, a distance of 6.88 feet to the POINT OF BEGINNING.

Rights to the above described temporary easement shall cease and terminate on June 20, 2026. The rights may also be terminated prior to the above date by STATE upon notice to GRANTOR.

The bearings and distances used in the above description are on the California Coordinate System of 1983, Zone 4. Divide distances by 0.99995106 to convert to ground distances.

PARCEL 89062-3 (Underlying Fee)

For State highway purposes, underlying fee interest, if any, in and to that portion of 5TH Street (80 feet wide) and Elm Avenue (80 feet wide), more particularly described as follows:

COMMENCING at a 1.5 inch brass disk stamped LS 4335, found and accepted as the intersection point of the centerline of said 5TH Street (80 feet wide) with the centerline of Forest Street (80 feet wide), as shown on Parcel Map No. 019, recorded in Book 42 of Parcel Maps at Page 26, Fresno County Records; THENCE (1) North $51^{\circ}34'43''$ West, along the centerline of said 5TH Street, a distance of 400.07 feet to a brass disk in monument well, stamped LS 4335, found and accepted as the intersection point of the centerline of said 5TH Street with the centerline of Elm Avenue (80 feet wide); THENCE (2) South $38^{\circ}24'21''$ West, along the centerline of said Elm Avenue, a distance of 40.89 feet; THENCE (3) South $51^{\circ}34'43''$ East, parallel with the centerline of said 5TH Street, a distance of 40.00 feet to a point on the southeasterly right of way line of said Elm Avenue and the northwesterly line of said Lot 1, said point being the POINT OF BEGINNING; THENCE (4) North $38^{\circ}24'21''$ East, along the northwesterly line of said Lot 1 and the southeasterly right of way of said Elm Avenue, a distance of 0.89 feet to the most northerly corner of said Lot 1; THENCE (5) South $51^{\circ}34'43''$ East, along the southwesterly right of way line of said 5TH Street, a distance of 160.04 feet to the centerline of the Alley (20 feet wide) per said Official Map of The City of Coalinga; THENCE (6) North $38^{\circ}24'17''$ East, along the centerline of said Alley, a distance of 40.00 feet to the centerline of said 5TH Street; THENCE (7) North $51^{\circ}34'43''$ West, along said centerline, a distance of 200.04 feet to the centerline of said Elm Avenue; THENCE (8) South $38^{\circ}24'21''$ West, along the centerline of said Elm Avenue, a distance of 40.89 feet; THENCE (9) South $51^{\circ}34'43''$ East, a distance of 40.00 feet to the POINT OF BEGINNING.

PARCEL 89062-3 (continued)

The bearings and distances used in the above description are on the California Coordinate System of 1983, Zone 4. Divide distances by 0.99995106 to convert to ground distances.

**TRANSPORTATION COMMISSION
RESOLUTION NO.**

C-22497

**CALIFORNIA TRANSPORTATION COMMISSION
RESOLUTION OF NECESSITY
TO ACQUIRE CERTAIN REAL PROPERTY
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
HIGHWAY 06-Fre-33-PM 16.56 PARCEL 89069-1, 2, 3
OWNER: Alex Rovinsky, an unmarried man**

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

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

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

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

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

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

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

APPROVED AS TO FORM AND PROCEDURE

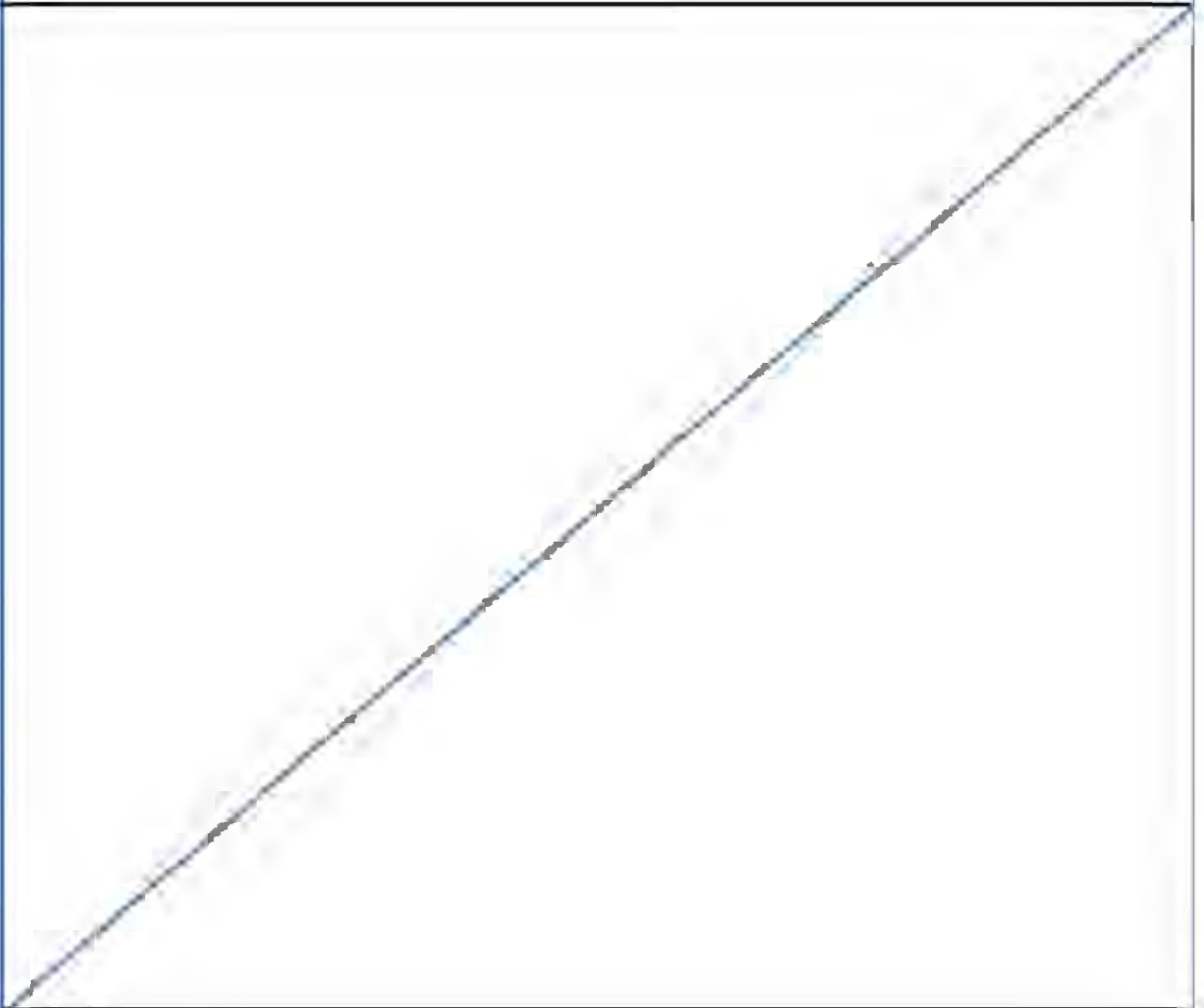
APPROVAL RECOMMENDED

Attorney, Department of Transportation

DIVISION OF RIGHT OF WAY

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

6 The real property or interests in real property, which the Department of
7 Transportation is by this resolution authorized to acquire, is situated in the County of
8 Fresno, State of California, Highway 06-Fre-33 and described as follows:



PARCEL 89069-1

For State highway purposes, that portion of Lot 11 of Tract No. 3613, Whitney Manor Apartments, according to the map thereof recorded in Book 41 of Plats, Page 12, Fresno County Records, in the Northwest quarter of Section 33, Township 20 South, Range 15 East, Mount Diablo Meridian, according to the Official Plat thereof, more particularly described as follows:

COMMENCING at the Northwest corner of said Section 33, found and accepted as a 3" brass disk in monument well, stamped for Section corner, per Corner Record No. 6408, on file with the Fresno County Surveyor, from which the Southwest corner of said Section 33, found and accepted as a concrete slab with punch hole, in monument well, per Corner Record No. 4553, on file with the Fresno County Surveyor, bears South $0^{\circ}43'55''$ West, a distance of 5279.62 feet from said Northwest corner; THENCE (1) leaving said Northwest corner, South $0^{\circ}43'55''$ West, along the West line of said Section 33, a distance of 1095.00 feet; THENCE (2) leaving the West line of said Section 33, South $89^{\circ}16'05''$ East, a distance of 60.00 feet to a point on the easterly right of way line of State Route 33 (Elm Avenue), and the West line of said Lot 11, said point being the POINT OF BEGINNING; THENCE (3) South $89^{\circ}26'37''$ East, a distance of 5.80 feet; THENCE (4) North $0^{\circ}43'55''$ East, a distance of 1.14 feet to the North line of said Lot 11; THENCE (5) North $89^{\circ}16'05''$ West, along said North line, a distance of 5.80 feet to the easterly right of way line of said State Route 33 (Elm Avenue) and the West line of said Lot 11; THENCE (6) South $0^{\circ}43'55''$ West, along said easterly right of way line and said West lot line, a distance of 1.15 feet to the POINT OF BEGINNING.

The bearings and distances used in the above description are on the California Coordinate System of 1983, Zone 4. Divide distances by 0.99995106 to convert to ground distances.

PARCEL 89069-2

A temporary easement for construction purposes, in and to that portion of Lot 11 of Tract No. 3613, Whitney Manor Apartments, according to the map thereof recorded in Book 41 of Plats, Page 12, Fresno County Records, in the Northwest quarter of Section 33, Township 20 South, Range 15 East, Mount Diablo Meridian, according to the Official Plat thereof, more particularly described as follows:

COMMENCING at the Northwest corner of said Section 33, found and accepted as a 3" brass disk in monument well, stamped for Section corner, per Corner Record No. 6408, on file with the Fresno County Surveyor, from which the Southwest corner of said Section 33, found and accepted as a concrete slab with punch hole, in monument well, per Corner Record No. 4553, on file with the Fresno County Surveyor, bears South 0°43'55" West, a distance of 5279.62 feet from said Northwest corner; THENCE (1) leaving said Northwest corner, South 0°43'55" West, along the West line of said Section 33, a distance of 1095.00 feet; THENCE (2) leaving the West line of said Section 33, South 89°16'05" East, a distance of 60.00 feet to a point on the easterly right of way line of State Route 33 (Elm Avenue), and the West line of said Lot 11; THENCE (3) South 89°26'37" East, a distance of 5.80 feet to the POINT OF BEGINNING; THENCE (4) North 0°43'55" East, a distance of 1.14 feet to the North line of said Lot 11; THENCE (5) South 89°16'05" East, along said North line, a distance of 4.00 feet; THENCE (6) South 0°43'55" West, a distance of 1.13 feet; THENCE (7) North 89°16'21" West, a distance of 4.00 feet to the POINT OF BEGINNING.

Rights to the above described temporary easement shall cease and terminate on June 20, 2026. The rights may also be terminated prior to the above date by STATE upon notice to GRANTOR.

PARCEL 89069-2 (Continued)

The bearings and distances used in the above description are on the California Coordinate System of 1983, Zone 4. Divide distances by 0.99995106 to convert to ground distances.

PARCEL 89069-3 (Underlying Fee)

For State highway purposes, underlying fee interest, if any, in and to that portion of said State Route 33 (Elm Avenue), which is lying contiguous to Lot 11 of Tract No. 3613, Whitney Manor Apartments, according to the map thereof recorded in Book 41 of Plats, Page 12, Fresno County Records, in the Northwest quarter of Section 33, Township 20 South, Range 15 East, Mount Diablo Meridian, according to the Official Plat thereof.

The bearings and distances used in the above description are on the California Coordinate System of 1983, Zone 4. Divide distances by 0.99995106 to convert to ground distances.

**TRANSPORTATION COMMISSION
RESOLUTION NO.**

C-22498

**CALIFORNIA TRANSPORTATION COMMISSION
RESOLUTION OF NECESSITY
TO ACQUIRE CERTAIN REAL PROPERTY
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
HIGHWAY 06-Fre-33-PM 16.33 PARCEL 89266-1, 2**

**OWNER: Mohsen Mohamed Musa Alqadhi, a married man as his sole and separate
property**

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

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

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

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

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

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

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

APPROVED AS TO FORM AND PROCEDURE

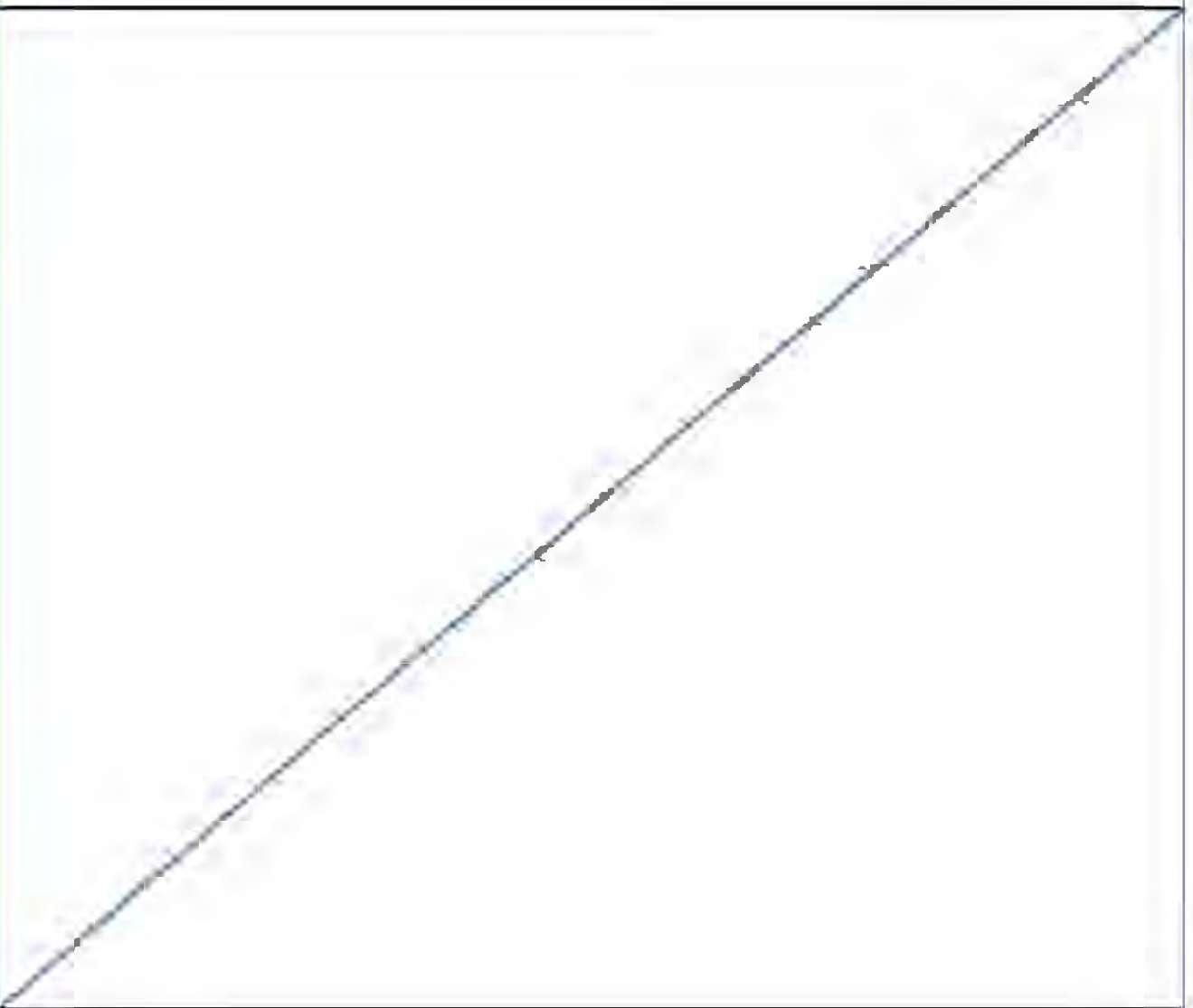
APPROVAL RECOMMENDED

Attorney, Department of Transportation

DIVISION OF RIGHT OF WAY

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

6 The real property or interests in real property, which the Department of
7 Transportation is by this resolution authorized to acquire, is situated in the County of
8 Fresno, State of California, Highway 06-Fre-33 and described as follows:



PARCEL 89266-1

For State highway purposes, that portion of Lot 18 of Sunrise Addition, according to the map thereof recorded in Book 13 of Plats at Page 78, Fresno County Records, in the Northeast quarter of Section 32, Township 20 South, Range 15 East, Mount Diablo Meridian, according to the Official Plat thereof, lying easterly of course (4) of the following described line:

BEGINNING at the Northeast corner of said Section 32, found and accepted as a 3" brass disk in monument well, stamped for Section corner, per Corner Record No. 6408, on file with the Fresno County Surveyor, from which the Southeast corner of said Section 32, found and accepted as a concrete slab with punch hole, in monument well, per Corner Record No. 4553, on file with the Fresno County Surveyor, bears South 0°43'55" West, a distance of 5279.62 feet from said Northeast corner; THENCE (1) leaving said Northeast corner, South 0°43'55" West, along the East line of said Section 32, a distance of 1450.97 feet; THENCE (2) leaving the East line of said Section 32, North 89°16'05" West, a distance of 20.00 feet to the easterly line of OUTLOT A of Parcel Map No. 12-02, according to the map thereof recorded in Book 74 of Parcel Maps at Pages 58 and 59, Fresno County Records; THENCE (3) South 0°43'55" West, along the easterly lines of OUTLOT A and PARCEL A of said Parcel Map No. 12-02, a distance of 213.17 feet to a point on the arc of a non-tangent curve concave westerly and having a radius of 959.95 feet, a radial to said point bears South 80°59'26" East; THENCE (4) southerly along said non-tangent curve, and the easterly line of said Parcel A, and continuing along the southerly extension of said easterly line, through a central angle of 13°17'17", an arc distance of 222.63 feet to the South line of Lot 19 of said Sunrise Addition; THENCE (5) South 89°28'40" East, along the South line of said Lot 19, a distance of 10.76 feet to the easterly line of said Lot 19, and the westerly right of way line of State Route 33 (Elm Avenue); THENCE (6) leaving said lot and right of way line, South 67°56'18" East, along a

PARCEL 89266-1 (continued)

radial line, a distance of 30.00 feet to a point on the centerline of said State Route 33 (Elm Avenue), said point being a point on the arc of a non-tangent curve concave northwesterly and having a radius of 999.95 feet; THENCE (7) northeasterly along said non-tangent curve, through a central angle of $7^{\circ}15'34''$, an arc distance of 126.70 feet to a point on the East line of said Section 32, said point bearing South $0^{\circ}43'55''$ West, a distance of 1769.04 feet along said Section line from the Northeast corner of said Section 32.

The bearings and distances used in this description are on the California Coordinate System of 1983, Zone 4. Divide distances by 0.99995106 to convert to ground distances.

PARCEL 89266-2 (Underlying Fee)

For State highway purposes, underlying fee interest, if any, in and to that portion of State Route 33 (Elm Avenue), which is contiguous to Lot 18 of Sunrise Addition, according to the map thereof recorded in Book 13 of Plats at Page 78, Fresno County Records, in the Northeast quarter of Section 32, Township 20 South, Range 15 East, Mount Diablo Meridian, according to the Official Plat thereof.

**TRANSPORTATION COMMISSION
RESOLUTION NO.**

C-22499

**CALIFORNIA TRANSPORTATION COMMISSION
RESOLUTION OF NECESSITY
TO ACQUIRE CERTAIN REAL PROPERTY
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
HIGHWAY 06-Ker-119-PM 29.68 PARCEL 88257-1, 2, 3**

OWNER: Cattani Family Limited Partnership, a California limited partnership, as to an undivided 12.5% interest; Melcat Properties, LLC, a California Limited Liability Company, as to an undivided 12.5% interest and TBS Properties, LLC, a California Limited Liability Company, as to an undivided 75.00% interest, as to Parcels 1, 2, and 3 Panama Buena Vista Union School District, a California public school district, as to Parcel 4

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

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

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

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

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

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

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

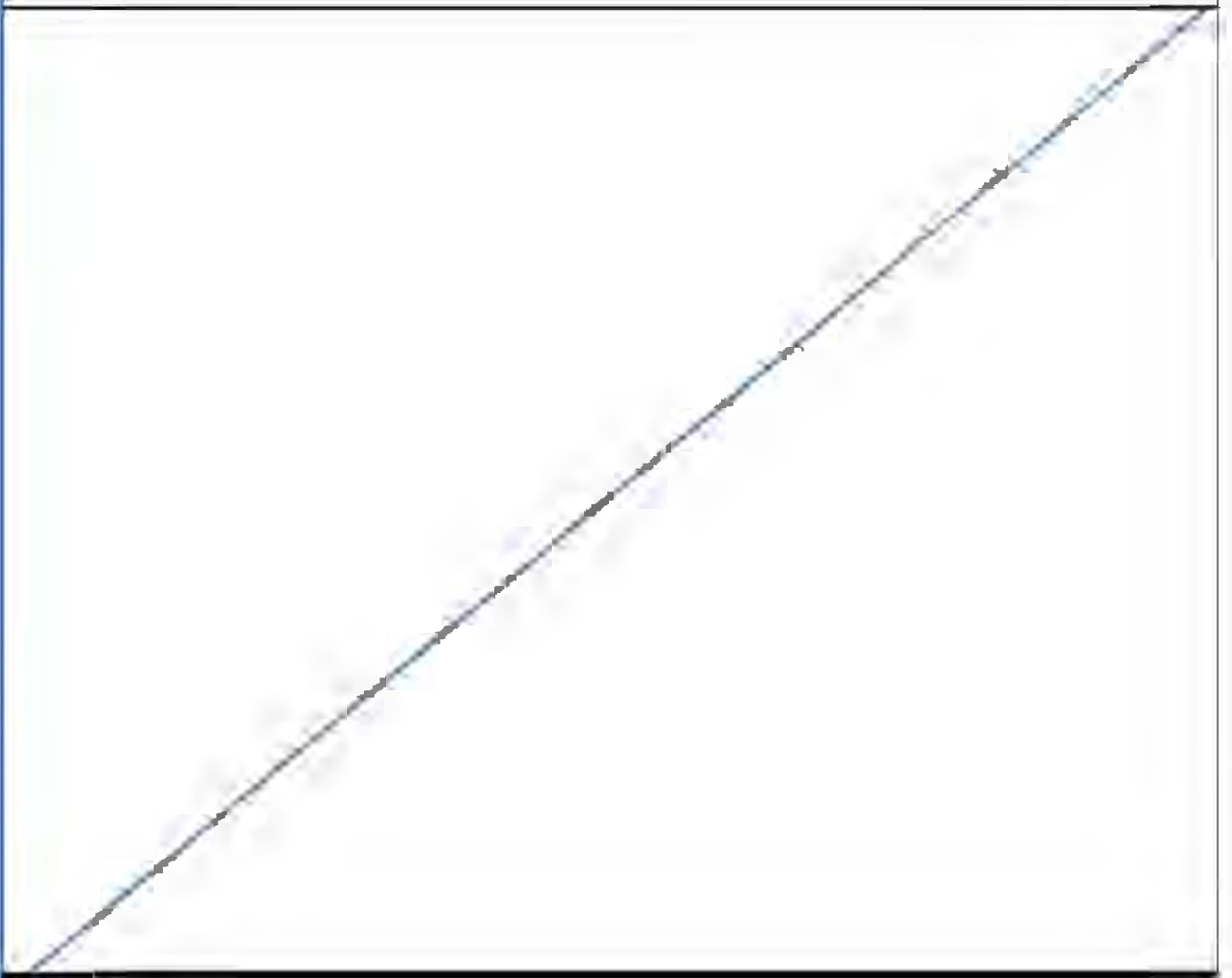
APPROVED AS TO FORM AND PROCEDURE

APPROVAL RECOMMENDED

Attorney, Department of Transportation

DIVISION OF RIGHT OF WAY

1 To acquire, in the name of the People of the State of California, in fee simple
2 absolute, unless a lesser estate is hereinafter expressly described, the said hereinafter
3 described real property, or interests in real property, by condemnation proceeding or
4 proceedings in accordance with the provisions of the Streets and Highways Code, Code of
5 Civil Procedure and of the Constitution of California relating to eminent domain;
6 The real property or interests in real property, which the Department of Transportation is by
7 this resolution authorized to acquire, is situated in the County of Kern, State of California,
8 Highway 06-Ker-119 and described as follows:



Parcel 88257-1

A portion of the land described in the Grant Deed to Melcat Properties, LLC, recorded in Document No. 224017008 on February 14, 2024 in Kern County Official Records, described as follows:

BEGINNING at the Northeast Corner of Section 3, Township 31 South, Range 27 East, Mount Diablo Meridian; THENCE (1) along the east line of said Section 3, South 0°45'48" West, 915.12 feet; THENCE (2) South 89°14'12" East, 30.00 feet; THENCE (3) North 2°49'31" East, 361.35 feet; THENCE (4) North 0°45'48" East, 438.24 feet; THENCE (5) North 54°24'12" East, 76.63 feet; THENCE (6) South 89°03'22" East, 119.22 feet; THENCE (7) South 0°56'38" West, 75.00 feet; THENCE (8) South 89°03'22" East, 380.00 feet; THENCE (9) North 0°56'38" East, 76.39 feet; THENCE (10) South 89°56'15" East, 689.61 feet; THENCE (11) South 89°03'22" East, 1,122.75 feet; THENCE (12) South 87°32'22" East, 179.55 feet; THENCE (13) South 11°50'17" East, 76.28 feet; THENCE (14) South 0°45'52" West, 10.80 feet; THENCE (15) South 89°14'08" East, 30.00 feet to the east line of the northwest quarter of Section 2, Township 31 South, Range 27 East, Mount Diablo Meridian; THENCE (16) along the east line of the northwest quarter of said Section 2, North 0°45'52" East, 147.83 feet to the North Quarter Corner of said Section 2; THENCE (17) along the north line of said Section 2, North 89°03'22" West, 2,642.37 feet to the POINT OF BEGINNING.

EXCEPTING THEREFROM the underlying fee title of that portion of the northwest quarter of Section 2, Township 31 South, Range 27 East, Mount Diablo Meridian, more particularly described as follows:

BEGINNING at the Northwest Corner of said Section 2; THENCE (16) along the west line of said Section 2, South $0^{\circ}45'48''$ West, 915.12 feet; THENCE (17) South $89^{\circ}14'12''$ East, 30.00 feet to the easterly right of way line of Stine Road; THENCE (18) along said easterly right of way line of Stine Road, North $0^{\circ}45'48''$ East, 860.13 feet to the existing southerly right of way line of State Route 119; THENCE along said southerly right of way line of State Route 119 the following courses (19) – (24): THENCE (19) North $66^{\circ}37'40''$ East, 49.24 feet; THENCE (20) South $89^{\circ}06'31''$ East, 209.99 feet; THENCE (21) North $89^{\circ}58'55''$ East, 315.02 feet; THENCE (22) South $89^{\circ}06'31''$ East, 209.99 feet; THENCE (23) North $0^{\circ}53'29''$ East, 3.95 feet; THENCE (24) South $89^{\circ}03'22''$ East, 1,802.45 feet to the westerly right of way line of Van Horn Road; THENCE (25) along said westerly right of way line of Van Horn Road, South $0^{\circ}45'52''$ West, 122.94 feet; THENCE (26) South $89^{\circ}14'08''$ East, 30.00 feet to the east line of the northwest quarter of said Section 2; THENCE (27) along said east line, North $0^{\circ}45'52''$ East, 147.84 feet to the North Quarter Corner of said Section 2; THENCE (28) along the north line of said northwest quarter of said Section 2, North $89^{\circ}03'22''$ West, 2,642.37 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 0.99995120 to convert to ground distances.

Parcel 88257-2

A temporary easement for construction purposes, A portion of the land described in the Grant Deed to Melcat Properties, LLC, recorded in Document No. 224017008 on February 14, 2024 in Kern County Official Records, described as follows:

COMMENCING at the Northwest Corner of Section 2, Township 31 South, Range 27 East, Mount Diablo Meridian; THENCE (1) along the west line of said Section 2, South 0°45'48" West, 915.12 feet; THENCE (2) South 89°14'12" East, 30.00 feet to a point on the easterly right of way line of Stine Road, said point being the POINT OF BEGINNING; THENCE (3) along said easterly right of way line of Stine Road, South 0°45'48" West, 7.84 feet; THENCE (4) South 89°14'12" East, 9.72 feet; THENCE (5) North 2°49'31" East, 369.01 feet; THENCE (6) North 0°45'48" East, 445.79 feet; THENCE (7) South 54°24'12" West, 12.42 feet; THENCE (8) South 0°45'48" West, 438.24 feet; THENCE (9) South 2°49'31" West, 361.35 feet to the POINT OF BEGINNING.

Rights to the above described temporary easement shall cease and terminate on November 1, 2025. 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 0.99995120 to convert to ground distances.

Parcel 88257-3

For State highway purposes, the underlying fee title of that portion of the northwest quarter of Section 2, Township 31 South, Range 27 East, Mount Diablo Meridian, more particularly described as follows:

BEGINNING at the Northwest Corner of said Section 2; THENCE (1) along the west line of said Section 2, South $0^{\circ}45'48''$ West, 915.12 feet; THENCE (2) South $89^{\circ}14'12''$ East, 30.00 feet to the easterly right of way line of Stine Road; THENCE (3) along said easterly right of way line of Stine Road, North $0^{\circ}45'48''$ East, 860.13 feet to the existing southerly right of way line of State Route 119; THENCE along said southerly right of way line of State Route 119 the following courses (4) – (9): THENCE (4) North $66^{\circ}37'40''$ East, 49.24 feet; THENCE (5) South $89^{\circ}06'31''$ East, 209.99 feet; THENCE (6) North $89^{\circ}58'55''$ East, 315.02 feet; THENCE (7) South $89^{\circ}06'31''$ East, 209.99 feet; THENCE (8) North $0^{\circ}53'29''$ East, 3.95 feet; THENCE (9) South $89^{\circ}03'22''$ East, 1,802.45 feet to the westerly right of way line of Van Horn Road; THENCE (10) along said westerly right of way line of Van Horn Road, South $0^{\circ}45'52''$ West, 122.94 feet; THENCE (11) South $89^{\circ}14'08''$ East, 30.00 feet to the east line of the northwest quarter of said Section 2; THENCE (12) along said east line, North $0^{\circ}45'52''$ East, 147.84 feet to the North Quarter Corner of said Section 2; THENCE (13) along the north line of said northwest quarter of said Section 2, North $89^{\circ}03'22''$ West, 2,642.37 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 0.99995120 to convert to ground distances.

**TRANSPORTATION COMMISSION
RESOLUTION NO.**

C-22500

CALIFORNIA TRANSPORTATION COMMISSION
RESOLUTION OF NECESSITY
TO ACQUIRE CERTAIN REAL PROPERTY
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
HIGHWAY 06-Ker-46-PM 51.21 PARCEL 88350-1, 2, 5, 6
OWNER: L.S. Bashor and S.D. Bashor, husband and wife, as joint tenants

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

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

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

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

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

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

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

APPROVED AS TO FORM AND PROCEDURE

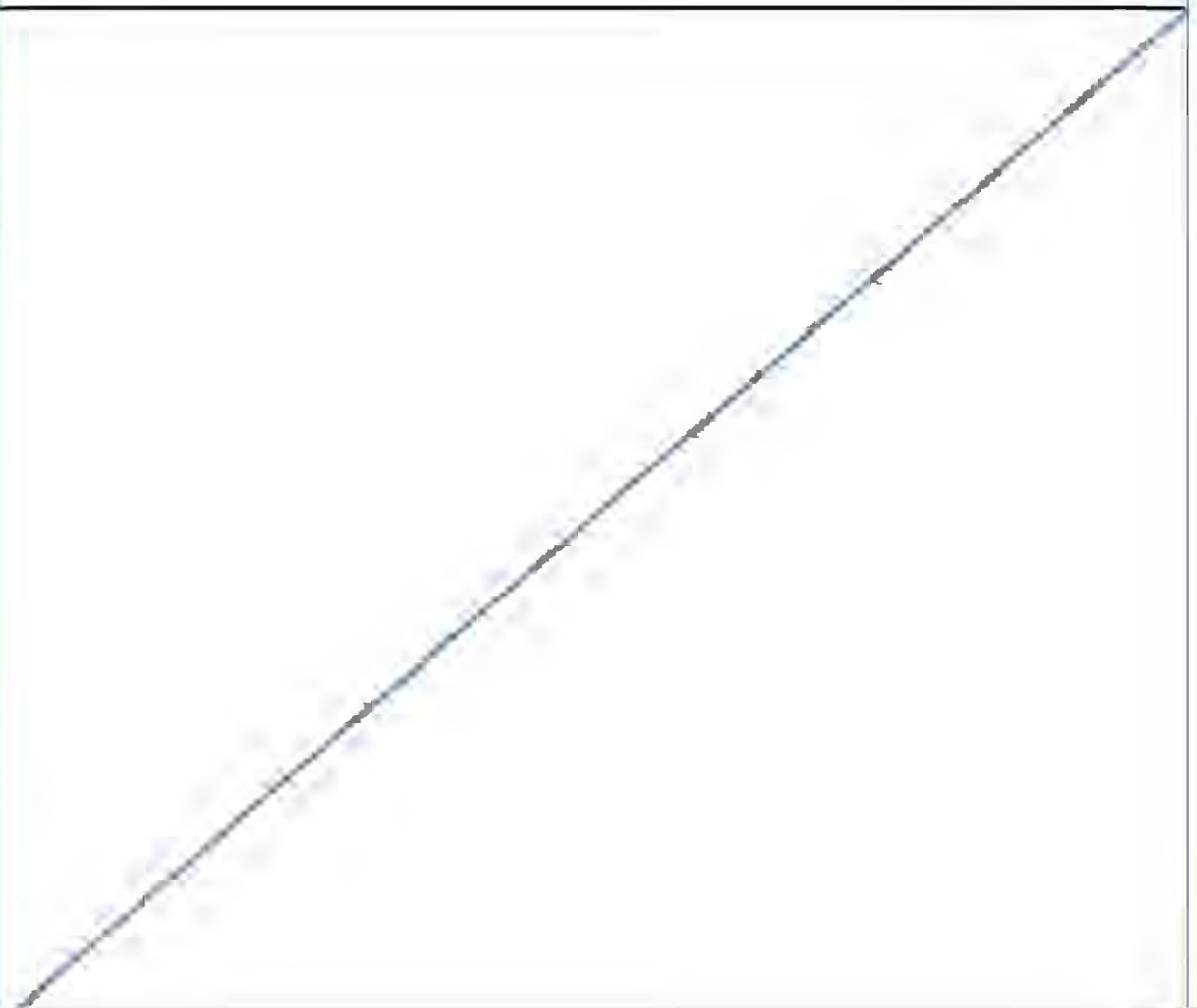
APPROVAL RECOMMENDED

Attorney, Department of Transportation

DIVISION OF RIGHT OF WAY

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

6 The real property or interests in real property, which the Department of
7 Transportation is by this resolution authorized to acquire, is situated in the County of Kern,
8 State of California, Highway 06-Ker-46 and described as follows:



PARCEL 88350-1 and 88350-2

For State highway purposes, those portions of the land described in a Quitclaim Deed to L.S. Bashor and S.D. Bashor, husband and wife, as joint tenants, recorded May 11, 2007 as Document Number 0207100920 Official Records of Kern County, included within the following described parcel:

COMMENCING at the Southwest corner of Section 6, Township 27 South, Range 25 East, Mount Diablo Meridian, said Southwest corner being a California Department of Transportation brass disk in concrete, from which the north quarter corner of Section 7, Township 27 South, Range 25 East, Mount Diablo Meridian bears South 89°33'47" East, a distance of 2,976.88 feet;

THENCE (1) along the west line of said Section 6, North 1°10'52" East, 50.00 feet to the existing northerly right of way line of State Route 46, said point being the POINT OF BEGINNING; THENCE (2) along said northerly right of way line, South 89°33'47" East, 229.40 feet; THENCE (3) leaving said north right of way line of State Route 46, South 88°54'48" East, 399.49 feet to the beginning of a curve concave northwesterly, said curve has a radius of 224.00 feet; THENCE (4) northeasterly along said curve through a central angle of 117°29'03" an arc distance of 459.31 feet to the existing westerly right of way line of State Route 43, said point being the beginning of a non-tangent curve concave southwesterly, said curve has a radius of 639.99 feet, to which a radial line bears North 55°41'36" East; THENCE (5) along said existing westerly right of way line and along said curve through a central angle of 6°07'37" an arc distance of 68.44 feet; THENCE (6) North 49°33'59" East, 40.00 feet to the center line

PARCEL 88350-1 and 88350-2 (CONTINUED)

of State Route 43, said point being the beginning of a non-tangent curve concave westerly, said curve has a radius of 679.99 feet, to which a radial line bears North $49^{\circ}33'59''$ East; THENCE (7) southerly along said curve through a central angle of $41^{\circ}21'45''$ an arc distance of 490.89 feet to the south line of said Section 6; THENCE (8) along said south line, North $89^{\circ}33'47''$ West, 986.01 feet to said southwest corner of Section 6; THENCE (9) along the south line of Section 1, Township 27 South, Range 24 East, Mount Diablo Meridian, North $89^{\circ}03'53''$ West, 22.33 feet to the east line of the Burlington Northern Santa Fe, LLC railroad right of way, 100 feet in width; THENCE (10) along said east line, North $1^{\circ}13'07''$ East, 50.00 feet to the northerly right of way line of State Route 46; THENCE (11) along said northerly right of way line, South $89^{\circ}03'53''$ East, 22.29 feet to the POINT OF BEGINNING.

EXCEPTING THEREFROM the underlying fee title of that portion of the southwest quarter of Section 6, Township 27 South, Range 25 East, and that portion the southeast quarter of Section 1, Township 27 South, Range 24 East, Mount Diablo Meridian, more particularly described as follows:

COMMENCING at the Southwest corner of Section 6, Township 27 South, Range 25 East, Mount Diablo Meridian, said Southwest corner being a California Department of Transportation brass disk in concrete, from which the north quarter corner of Section 7, Township 27 South, Range 25 East, Mount Diablo Meridian bears South $89^{\circ}33'47''$ East, a distance of 2,976.88 feet;

THENCE (1) along the west line of said Section 6, North $1^{\circ}10'52''$ East, 50.00 feet to the existing northerly right of way line of State Route 46, said point being the POINT OF BEGINNING; THENCE (2) along said northerly right of way line, South

PARCEL 88350-1 and 88350-2 (CONTINUED)

89°33'47" East, 229.40 feet; THENCE (3) South 0°26'13" West, 10.00 feet; THENCE (4) South 89°33'47" East, 377.52 feet to the southwest corner of that Parcel of land as described in the Grant Deed to Yuvrajit S. Gill, recorded July 24, 2014 as Document Number 000214085114 Official Records of Kern County; THENCE (5) leaving said northerly right of way line, South 0°26'13" West, 40.00 feet to the south line of said Section 6; THENCE (6) along said south line, North 89°33'47" West, 607.57 feet to said southwest corner of Section 6; THENCE (7) along the south line of Section 1, Township 27 South, Range 24 East, Mount Diablo Meridian, North 89°03'53" West, 22.33 feet to the east line of the Burlington Northern Santa Fe, LLC railroad right of way, 100 feet in width; THENCE (8) along said east line, North 1°13'07" East, 50.00 feet to the northerly right of way line of State Route 46; THENCE (9) along said northerly right of way line, South 89°03'53" East, 22.29 feet to the POINT OF BEGINNING.

ALSO EXCEPTING THEREFROM, the underlying fee title of that portion of the southwest quarter of Section 6, Township 27 South, Range 25 East, Mount Diablo Meridian, more particularly described as follows:

COMMENCING at the Southwest corner of Section 6, Township 27 South, Range 25 East, Mount Diablo Meridian, said Southwest corner being a California Department of Transportation brass disk in concrete, from which the north quarter corner of Section 7, Township 27 South, Range 25 East, Mount Diablo Meridian bears South 89°33'47" East, a distance of 2,976.88 feet;

THENCE (1) along the west line of said Section 6, North 1°10'52" East, 50.00 feet to the existing northerly right of way line of State Route 46; THENCE (2) along said northerly right of way line, South 89°33'47" East, 229.40 feet; THENCE (3) South

PARCEL 88350-1 and 88350-2 (CONTINUED)

0°26'13" West, 10.00 feet; THENCE (4) South 89°33'47" East, 548.93 feet to the southeast corner of that Parcel of land as described in the Grant Deed to Yuvrajjit S. Gill, recorded July 24, 2014 as Document Number 000214085114 of Official Records of Kern County, said point being the POINT OF BEGINNING; THENCE (5) continuing along said northerly right of way line, South 89°33'47" East, 166.14 feet to the intersection with the westerly right of way line of State Route 43 and being the beginning of a non-tangent curve concave westerly, said curve has a radius of 639.99 feet, to which a radial line bears North 87°22'38" East; THENCE (6) northerly along said curve through a central angle of 37°48'39" an arc distance of 422.34 feet; THENCE (7) North 49°33'59" East, 40.00 feet to the centerline of State Route 43 and being the beginning of a non-tangent curve concave westerly, said curve has a radius of 679.99 feet, to which a radial line bears North 49°33'59" East; THENCE (8) southerly along said curve through a central angle of 41°21'45" an arc distance of 490.89 feet to the south line of said Section 6; THENCE (9) along said south line, North 89°33'47" West, 207.02 feet; THENCE (10) North 0°26'13" East, 40.00 feet to the POINT OF BEGINNING.

The bearings and distances used in this description are on the California Coordinate System of 1983, Zone 5. Divide distances by 0.99997985 to convert to ground distances.

PARCEL 88350-5

For State highway purposes, the underlying fee title of that portion of the southwest quarter of Section 6, Township 27 South, Range 25 East, and that portion of the southeast quarter of Section 1, Township 27 South, Range 24 East, Mount Diablo Meridian, more particularly described as follows:

COMMENCING at the Southwest corner of Section 6, Township 27 South, Range 25 East, Mount Diablo Meridian, said Southwest corner being a California Department of Transportation brass disk in concrete, from which the north quarter corner of Section 7, Township 27 South, Range 25 East, Mount Diablo Meridian bears South 89°33'47" East, a distance of 2,976.88 feet;

THENCE (1) along the west line of said Section 6, North 1°10'52" East, 50.00 feet to the existing northerly right of way line of State Route 46, said point being the POINT OF BEGINNING; THENCE (2) along said northerly right of way line, South 89°33'47" East, 229.40 feet; THENCE (3) South 0°26'13" West, 10.00 feet; THENCE (4) South 89°33'47" East, 377.52 feet to the southwest corner of that Parcel of land as described in the Grant Deed to Yuvrajit S. Gill, recorded July 24, 2014 as Document Number 000214085114 Official Records of Kern County; THENCE (5) leaving said northerly right of way line, South 0°26'13" West, 40.00 feet to the south line of said Section 6; THENCE (6) along said south line, North 89°33'47" West, 607.57 feet to said southwest corner of Section 6; THENCE (7) along the south line of Section 1, Township 27 South, Range 24 East, Mount Diablo Meridian, North 89°03'53" West, 22.33 feet to the east line of the Burlington Northern Santa Fe, LLC railroad right of way, 100 feet in width; THENCE (8) along said east line, North 1°13'07" East, 50.00 feet to the northerly

PARCEL 88350-5 (CONTINUED)

right of way line of State Route 46; THENCE (9) along said northerly right of way line, South $89^{\circ}03'53''$ East, 22.29 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 0.99997985 to convert to ground distances.

PARCEL 88350-6

For State highway purposes, the underlying fee title of that portion of the southwest quarter of Section 6, Township 27 South, Range 25 East, Mount Diablo Meridian, more particularly described as follows:

COMMENCING at the Southwest corner of Section 6, Township 27 South, Range 25 East, Mount Diablo Meridian, said Southwest corner being a California Department of Transportation brass disk in concrete, from which the north quarter corner of Section 7, Township 27 South, Range 25 East, Mount Diablo Meridian bears South 89°33'47" East, a distance of 2,976.88 feet;

THENCE (1) along the west line of said Section 6, North 1°10'52" East, 50.00 feet to the existing northerly right of way line of State Route 46; THENCE (2) along said northerly right of way line, South 89°33'47" East, 229.40 feet; THENCE (3) South 0°26'13" West, 10.00 feet; THENCE (4) South 89°33'47" East, 548.93 feet to the southeast corner of that Parcel of land as described in the Grant Deed to Yuvrajjit S. Gill, recorded July 24, 2014 as Document Number 000214085114 of Official Records of Kern County, said point being the POINT OF BEGINNING; THENCE (5) continuing along said northerly right of way line, South 89°33'47" East, 166.14 feet to the intersection with the westerly right of way line of State Route 43 and being the beginning of a non-tangent curve concave westerly, said curve has a radius of 639.99 feet, to which a radial line bears North 87°22'38" East; THENCE (6) northerly along said curve through a central angle of 37°48'39" an arc distance of 422.34 feet; THENCE (7) North 49°33'59" East, 40.00 feet to the centerline of State Route 43 and being the beginning of a non-tangent curve concave westerly, said curve has a radius of 679.99 feet, to which a radial line bears North 49°33'59" East; THENCE (8) southerly along said

PARCEL 88350-6 (CONTINUED)

curve through a central angle of $41^{\circ}21'45''$ an arc distance of 490.89 feet to the south line of said Section 6; THENCE (9) along said south line, North $89^{\circ}33'47''$ West, 207.02 feet; THENCE (10) North $0^{\circ}26'13''$ East, 40.00 feet to the POINT OF BEGINNING.

The bearings and distances used in this description are on the California Coordinate System of 1983, Zone 5. Divide distances by 0.99997985 to convert to ground distances.

**TRANSPORTATION COMMISSION
RESOLUTION NO.**

C-22501

CALIFORNIA TRANSPORTATION COMMISSION
RESOLUTION OF NECESSITY
TO ACQUIRE CERTAIN REAL PROPERTY
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
HIGHWAY 06-Mad-99-PM 1.50 PARCEL 88749-1, 2, 3
OWNER: Mesa Verde Farms, 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; and Code of Civil Procedure Section 1240.320 in that a portion of the property is being
acquired for conveyance to AT&T for utility purposes; and Code of Civil Procedure Section
1240.610 in that the property is required for a more necessary public use;

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

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

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

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

APPROVED AS TO FORM AND PROCEDURE

APPROVAL RECOMMENDED

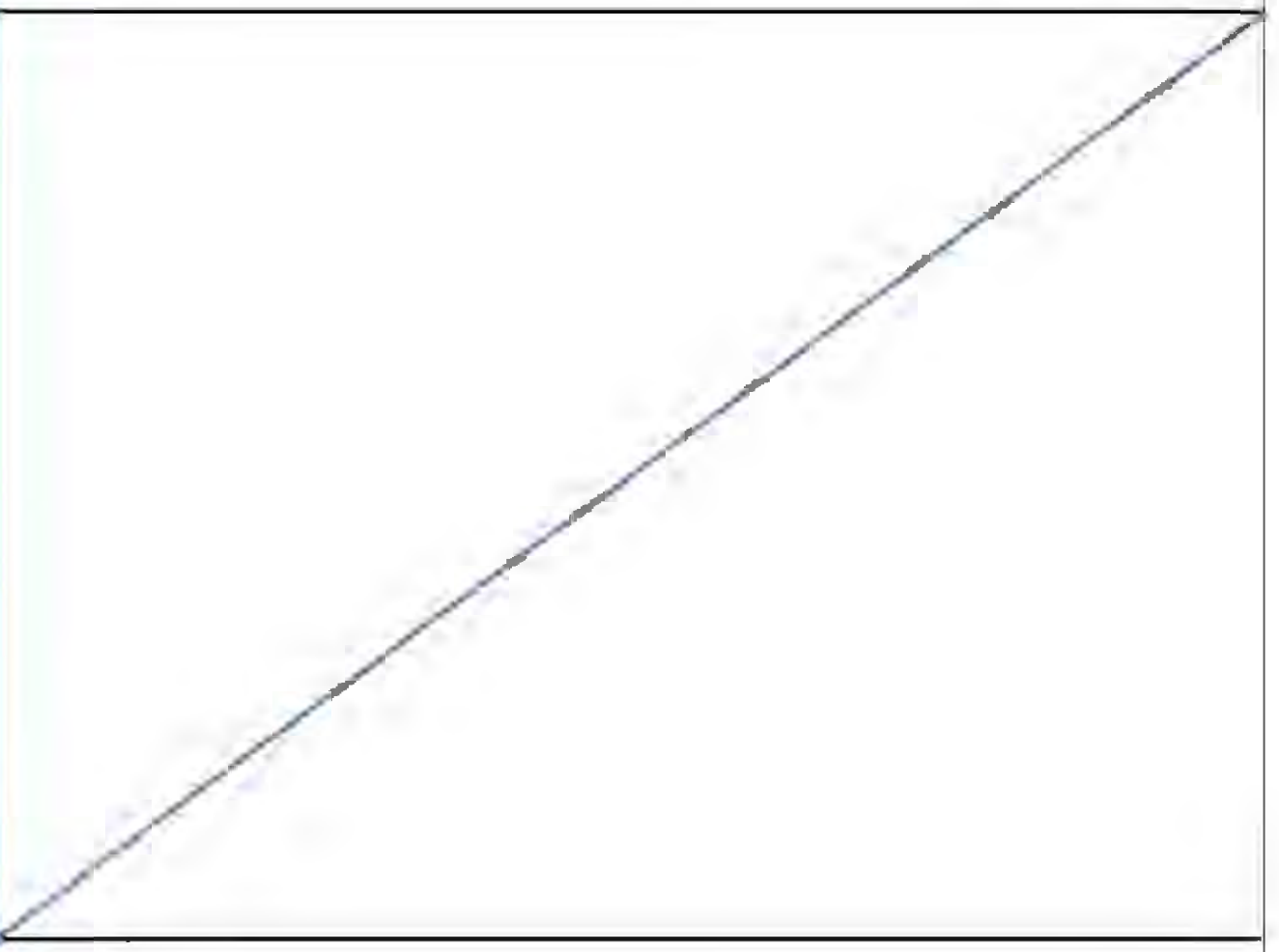
Attorney, Department of Transportation

DIVISION OF RIGHT OF WAY

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

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

8 The real property or interests in real property, which the Department of
9 Transportation is by this resolution authorized to acquire, is situated in the County of
10 Madera, State of California, Highway 06-Mad-99 and described as follows:



Parcel 88749-1

For freeway purposes, that portion of Lot 2 of Tharsa Colony Farms, as per map recorded November 6, 1911, in Book 2 of Maps at page 46, Madera County Records, lying within the southeast quarter of Section 25, Township 12 South, Range 18 East, Mount Diablo Meridian, in the County of Madera, State of California, said portion more particularly described as follows:

COMMENCING at a found Rebar tagged LS4546 down 0.2', marking the East Quarter Corner of Section 25, Township 12 South, Range 18 East, Mount Diablo Meridian, per Record of Survey for California High Speed Rail filed on May 11, 2016 in Volume 62 of Surveys, at Pages 140-161, Madera County Records; said point bears North 89°36'29" East, a distance of 2616.99 feet along north line of the southeast quarter of said Section 25, from a found 5/8" Rebar, down 1.00', marking the Center Quarter Corner of said Section 25, per said Record of Survey filed on May 11, 2016 in Volume 62 of Surveys, at Pages 140-161, Madera County Records; THENCE (1) along said north line of the southeast quarter of Section 25, South 89°36'29" West, a distance of 1967.20 feet; THENCE (2) leaving said north line of the southeast quarter of Section 25, South 40°04'30" East, a distance of 25.99 feet to the South Line of Avenue 7 ½, also being the POINT OF BEGINNING; THENCE (3) leaving said South Line of Avenue 7 ½, South 40°04'30" East, a distance of 416.41 feet; THENCE (4) North 49°55'30" East, a distance of 34.38 feet to the westerly right of way State Highway 99; THENCE (5) along said westerly right of way State Highway 99, North 40°07'06" West, a distance of 388.13 feet; THENCE (6) leaving said westerly right of way State Highway 99, South 89°42'02" West, a distance of 44.29 feet to the POINT OF BEGINNING.

Lands abutting the freeway shall have no right or easement of access thereto.

The bearings and distances used in this description are on the California Coordinate System of 1983, Zone 4. Divide distances by 1.00003494 to convert to ground distances.

Parcel 88749-2

An easement for public utility purposes, in and to that portion of Lot 2, of Tharsa Colony Farms, as per map recorded November 6, 1911, in Book 2 of Maps at page 46, Madera County Records, lying within the southeast quarter of Section 25, Township 12 South, Range 18 East, Mount Diablo Meridian, in the County of Madera, State of California, said portion more particularly described as follows:

COMMENCING at a found Rebar tagged LS4546 down 0.2', marking the East Quarter Corner of Section 25, Township 12 South, Range 18 East, Mount Diablo Meridian, per Record of Survey for California High Speed Rail filed on May 11, 2016 in Volume 62 of Surveys, at Pages 140-161, Madera County Records; said point bears North 89°36'29" East, a distance of 2616.99 feet along north line of the southeast quarter of said Section 25, from a found 5/8" Rebar, down 1.00', marking the Center Quarter Corner of said Section 25, per said Record of Survey filed on May 11, 2016 in Volume 62 of Surveys, at Pages 140-161, Madera County Records; THENCE (1) along said north line of the southeast quarter of Section 25, South 89°36'29" West, a distance of 1967.20 feet; THENCE (2) leaving said north line of the southeast quarter of Section 25, South 40°04'30" East, a distance of 25.99 feet to the South Line of Avenue 7 ½, also being the POINT OF BEGINNING; THENCE (3) leaving said South Line of Avenue 7 ½, South 40°04'30" East, a distance of 416.41 feet; THENCE (4) North 49°55'30" East, a distance of 34.38 feet; THENCE (5) South 40°07'06" West, a distance of 10.00 feet; THENCE (6) South 49°55'30" West, a distance of 34.41 feet; THENCE (7) North 40°04'30" West, a distance of 434.71 feet to said South Line of Avenue 7 ½; THENCE (8) along said

South Line of Avenue 7 ½, North 89°36'29" East, a distance of 12.99 feet to the POINT OF BEGINNING.

The bearings and distances used in this description are on the California Coordinate System of 1983, Zone 4. Divide distances by 1.00003494 to convert to ground distances.

Parcel 88749-3

For freeway purposes, the underlying fee title of that portion of Lot 2 of Tharsa Colony Farms, as per map recorded November 6, 1911, in Book 2 of Maps at page 46, Madera County Records, lying within the southeast quarter of Section 25, Township 12 South, Range 18 East, Mount Diablo Meridian, in the County of Madera, State of California, said portion more particularly described as follows:

COMMENCING at a found Rebar tagged LS4546 down 0.2', marking the east quarter corner of Section 25, Township 12 South, Range 18 East, Mount Diablo Meridian, per Record of Survey for California High Speed Rail filed on May 11, 2016 in Volume 62 of Surveys, at Pages 140-161, Madera County Records; said point bears North 89°36'29" East, a distance of 2616.99 feet along the north line of said southeast quarter of Section 25, from a found 5/8" Rebar, down 1.00', marking the center quarter corner of said Section 25, per said Record of Survey; THENCE (1) South 89°36'29" West, a distance of 1967.20 feet to the POINT OF BEGINNING; THENCE (2) South 40°04'30" East, a distance of 25.99 feet to the south line of said Avenue 7 ½; THENCE (3) along said south line of Avenue 7 ½, North 89°36'29" East, a distance of 44.29 feet to the westerly right of way line of State Highway 99; THENCE (4) North 40°07'06" West, along said westerly right of way line, a distance of 26.00 feet the North line of the southeast quarter of Section 25; THENCE (5) along North line of the southeast quarter of Section 25, South 89°36'29" West, a distance of 44.26 feet to the POINT OF BEGINNING.

The bearings and distances used in this description are on the California Coordinate System of 1983, Zone 4. Divide distances by 1.00003494 to convert to ground distances.

**TRANSPORTATION COMMISSION
RESOLUTION NO.**

C-22502

**CALIFORNIA TRANSPORTATION COMMISSION
RESOLUTION OF NECESSITY
TO ACQUIRE CERTAIN REAL PROPERTY
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
HIGHWAY 06-Mad-99-PM 1.81 PARCEL 88750-1, 2**

**OWNER: Taylor Creek Farms, Limited Partnership, a California limited partnership,
which acquired title as Taylor Creek Farms, a California limited partnership**

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

The hereinafter described real property is necessary for State Highway purposes
and is to be acquired by eminent domain pursuant to Streets and Highways Code Section
102; and Code of Civil Procedure Section 1240.320 in that a portion of the property is being
acquired for conveyance to AT&T for Utility purposes; and Code of Civil Procedure Section
1240.610 in that the property is required for a more necessary public use;

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

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

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

APPROVED AS TO FORM AND PROCEDURE

APPROVAL RECOMMENDED

Attorney, Department of Transportation

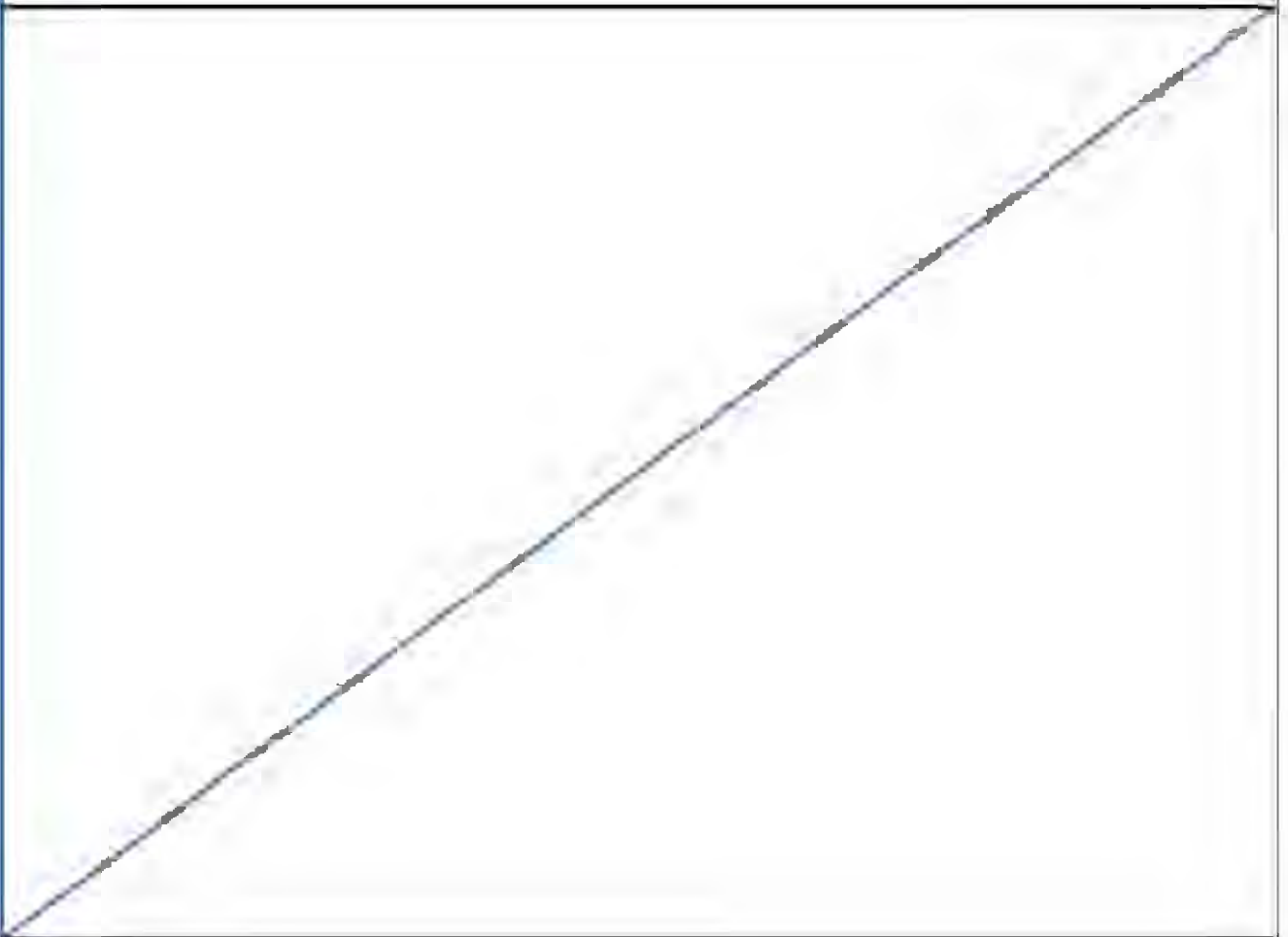
DIVISION OF RIGHT OF WAY

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

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

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

10 The real property or interests in real property, which the Department of
11 Transportation is by this resolution authorized to acquire, is situated in the County of
12 Madera, State of California, Highway 06-Mad-99 and described as follows:



Parcel 88750-1

For freeway purposes, all that portion of the northeast quarter of Section 25, Township 12 South, Range 18 East, Mount Diablo Meridian, in the County of Madera, State of California, said portion more particularly described as follows:

COMMENCING at a found Rebar tagged LS4546 down 0.2', marking the East Quarter Corner of Section 25, Township 12 South, Range 18 East, Mount Diablo Meridian, per Record of Survey for California High Speed Rail filed on May 11, 2016 in Volume 62 of Surveys, at Pages 140-161, Madera County Records; said point bears North 89°36'29" East, a distance of 2616.99 feet along the south line of the northeast quarter of said Section 25, from a found 5/8" Rebar, down 1.00', marking the Center Quarter Corner of said Section 25, per said Record of Survey filed on May 11, 2016 in Volume 62 of Surveys, at Pages 140-161, Madera County Records; THENCE (1) along said south line of the northeast quarter of Section 25, South 89°36'29" West, a distance of 1967.20 feet, also being the POINT OF BEGINNING; THENCE (2) leaving said south line of the northeast quarter of Section 25, North 40°04'30" West, a distance of 1722.29 feet; THENCE (3) North 89°42'03" East, a distance of 42.85 feet to the westerly right of way line State Highway 99; THENCE (4) along said westerly right of way State Highway 99, South 40°06'45" East, a distance of 1719.92 feet; THENCE (5) continuing along said westerly right of way line of State Highway 99, South 40°07'06" East, a distance of 3.22 feet to said south line of the northeast quarter of Section 25; THENCE (6) along said south line of the northeast quarter of Section 25, South 89°36'29" West, a distance of 44.26 feet to the POINT OF BEGINNING.

Lands abutting the freeway shall have no right or easement of access thereto.

The bearings and distances used in this description are on the California Coordinate System of 1983, Zone 4. Divide distances by 1.00003494 to convert to ground distances.

Parcel 88750-2

An easement for public utility purposes, in and to that portion of the northeast quarter of Section 25, Township 12 South, Range 18 East, Mount Diablo Meridian, in the County of Madera, State of California, said portion more particularly described as follows:

COMMENCING at a found Rebar tagged LS4546 down 0.2', marking the East Quarter Corner of Section 25, Township 12 South, Range 18 East, Mount Diablo Meridian, per Record of Survey for California High Speed Rail filed on May 11, 2016 in Volume 62 of Surveys, at Pages 140-161, Madera County Records; said point bears North 89°36'29" East, a distance of 2616.99 feet along the south line of the northeast quarter of said Section 25, from a found 5/8" Rebar, down 1.00', marking the Center Quarter Corner of said Section 25, per said Record of Survey filed on May 11, 2016 in Volume 62 of Surveys, at Pages 140-161, Madera County Records; THENCE (1) along said south line of the northeast quarter of Section 25, South 89°36'29" West, a distance of 1980.19 feet, also being the POINT OF BEGINNING; THENCE (2) leaving said south line of the northeast quarter of Section 25, North 40°04'30" West, a distance of 1302.95 feet; THENCE (3) North 49°53'15" East, a distance of 10.00 feet; THENCE (4) South 40°04'30" East, a distance of 1,311.25 feet to said south line of the northeast quarter of Section 25; THENCE (5) along said south line of the northeast quarter of Section 25, South 89°36'29" West, a distance of 12.99 feet to the POINT OF BEGINNING.

The bearings and distances used in this description are on the California Coordinate System of 1983, Zone 4. Divide distances by 1.00003494 to convert to ground distances.

**TRANSPORTATION COMMISSION
RESOLUTION NO.**

C-22503

**CALIFORNIA TRANSPORTATION COMMISSION
RESOLUTION OF NECESSITY
TO ACQUIRE CERTAIN REAL PROPERTY
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
HIGHWAY 06-Mad-99-PM 1.96 PARCEL 88751-1**

OWNER: Awadis Manoukian, a single man, as to an undivided 24.5% interest; Garabed Manoukian, a single man, as to an undivided 51% interest; and Mariam Manoukian, a single woman, as to an undivided 24.5% interest;

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

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

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

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

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

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

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

APPROVED AS TO FORM AND PROCEDURE

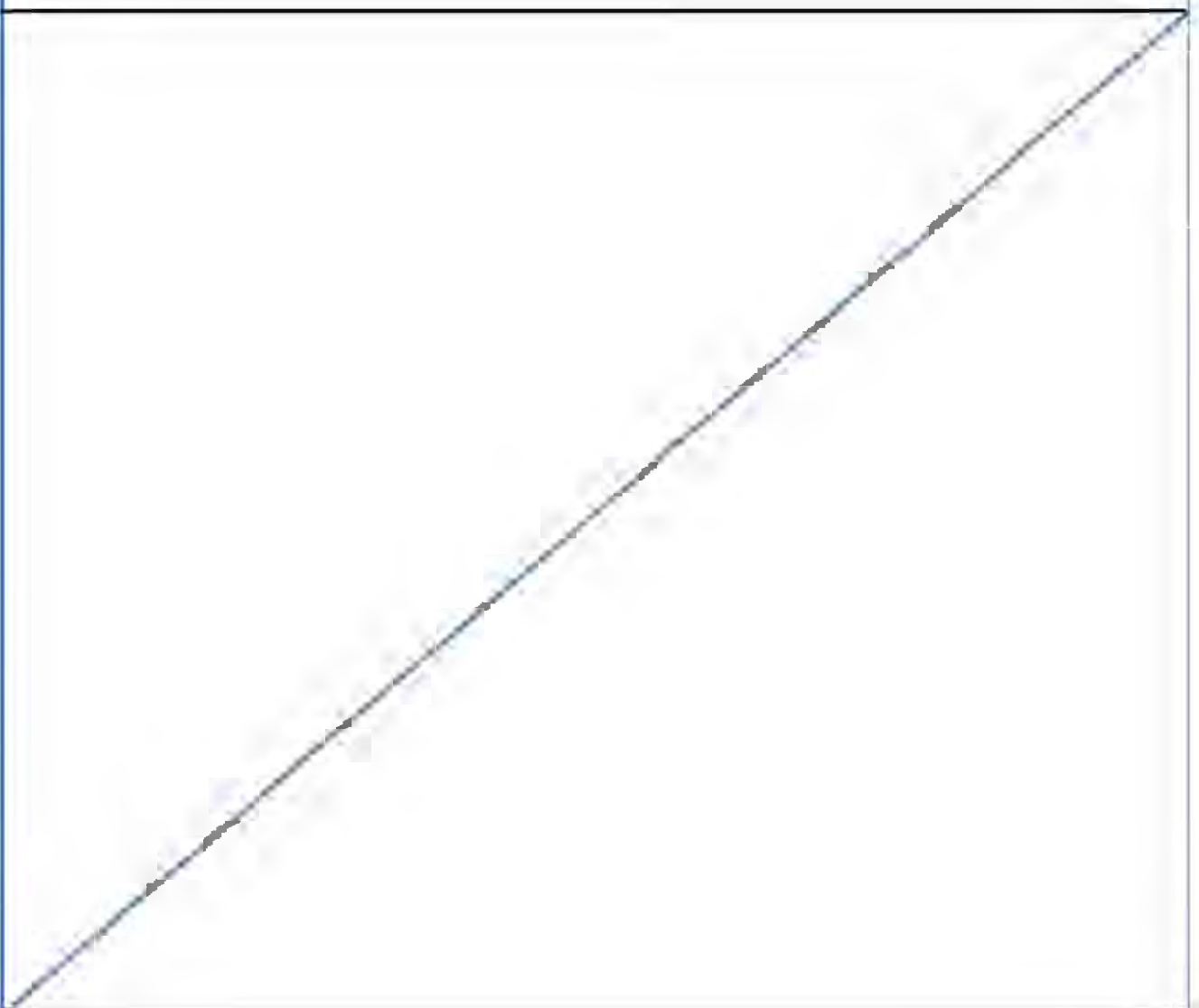
APPROVAL RECOMMENDED

Attorney, Department of Transportation

DIVISION OF RIGHT OF WAY

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

6 The real property or interests in real property, which the Department of
7 Transportation is by this resolution authorized to acquire, is situated in the County of
8 Madera, State of California, Highway 06-Mad-99 and described as follows:



Parcel 88751-1

For freeway purposes, that portion of Lots 1 to 29 Inclusive, Poultry Small Farms Tract, filed and recorded in the Office of the County Recorder of the County of Madera, October 26, 1926 in Volume 5 of Maps, at Page 23, lying within the northeast quarter of Section 25, Township 12 South, Range 18 East, Mount Diablo Meridian, according to the Official U.S. Government Township Plat thereof, in the County of Madera, State of California, said portion more particularly described as follows:

COMMENCING at a found Rebar tagged LS4546 down 0.2', marking the East Quarter Corner of Section 25, Township 12 South, Range 18 East, Mount Diablo Meridian, per Record of Survey for California High Speed Rail filed on May 11, 2016 in Volume 62 of Surveys, at Pages 140-161, Madera County Records; said point bears North 89°36'29" East, a distance of 2616.99 feet along south line of the northeast quarter of said Section 25, from a found 5/8" Rebar, down 1.00', marking the Center Quarter Corner of said Section 25, per said Record of Survey filed on May 11, 2016 in Volume 62 of Surveys, at Pages 140-161, Madera County Records; THENCE (1) along said south line of the northeast quarter of Section 25, South 89°36'29" West, a distance of 1967.20 feet; THENCE (2) leaving said south line of the northeast quarter of Section 25, North 40°04'30" West, a distance of 1722.29 feet to the POINT OF BEGINNING; THENCE (3) South 89°36'29" West, a distance of 450.05 feet; THENCE (4) North 49°55'30" East, a distance of 32.62 feet; THENCE (5) South 40°06'45" East, a distance of 477.47 feet; THENCE (6) South 89°42'03" West, a distance of 42.85 feet to the POINT OF BEGINNING.

Lands abutting the freeway shall have no right or easement of access thereto.

The bearings and distances used in this description are on the California Coordinate System of 1983, Zone 4. Divide distances by 1.00003494 to convert to ground distances.

**TRANSPORTATION COMMISSION
RESOLUTION NO.**

C-22504

CALIFORNIA TRANSPORTATION COMMISSION
RESOLUTION OF NECESSITY
TO ACQUIRE CERTAIN REAL PROPERTY
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
HIGHWAY 06-Tul-216-PM 6.90 PARCEL 88950-1
OWNER: A & L Pardita, 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

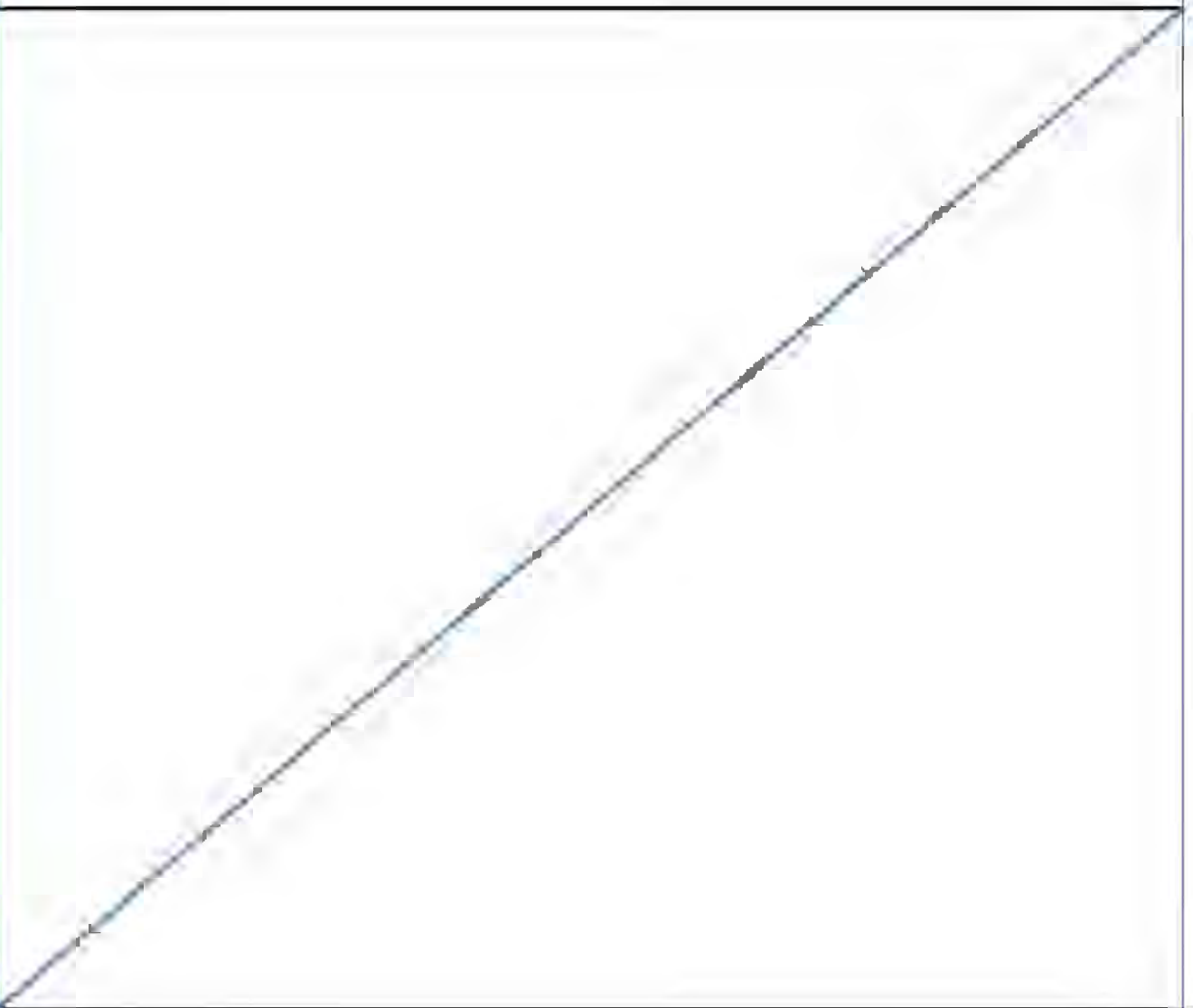
APPROVAL RECOMMENDED

Attorney, Department of Transportation

DIVISION OF RIGHT OF WAY

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

6 The real property or interests in real property, which the Department of
7 Transportation is by this resolution authorized to acquire, is situated in the County of Tulare,
8 State of California, Highway 06-Tul-216 and described as follows:



Parcel 88950-1

A temporary easement for construction purposes, that portion of Lots 1, 2, 3, 4 and 5 in Block 4 of Richland Tract as per map recorded December 21, 1938, in Book 18, Page 71 of Maps, Tulare County Records, more particularly described as follows:

COMMENCING at the North Quarter Corner of Section 12, Township 18 South, Range 25 East, Mount Diablo Meridian; THENCE (1) along the east line of the Northwest Quarter of said Section 12, South 0°02'12" East, 605.38 feet; THENCE (2) leaving said east line, South 89°57'48" West, 9.28 feet to a point on the existing westerly right of way line of State Route 216, said point being the northeasterly terminus of Course (2) of the Grant Deed to the State of California recorded January 15, 1962, in Book 2347, Page 658, Tulare County Official Records and the POINT OF BEGINNING; THENCE (3) along said westerly right of way line and said Course (2) of said Grant Deed, South 60°29'09" West, 26.32 feet; THENCE (4) leaving said westerly right of way line, North 1°17'06" East, 102.10 feet; THENCE (5) North 88°58'00" East, 3.93 feet; THENCE (6) North 1°11'10" East, 38.61 feet; THENCE (7) North 1°23'42" East, 113.74 feet to said existing westerly right of way line of State Route 216; THENCE (8) along said westerly right of way line, South 58°56'17" East, 16.34 feet; THENCE (9) continuing along said westerly right of way line, South 0°13'00" West, 233.05 feet to the POINT OF BEGINNING.

Rights to the above described temporary easement shall cease and terminate on July 1, 2026. 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 4 Divide distances by 0.99993748 to convert to ground distances.

**TRANSPORTATION COMMISSION
RESOLUTION NO.**

C-22505

**CALIFORNIA TRANSPORTATION COMMISSION
RESOLUTION OF NECESSITY
TO ACQUIRE CERTAIN REAL PROPERTY
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
HIGHWAY 06-Tul-190-PM 21.10 PARCEL 89168-1**

**OWNER: Marlin C. Murray and Geneva A. Murray, Trustees under the Marlin C. Murray
and Geneva A. Murray Family Trust, established October 14, 2019**

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

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

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

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

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

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

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

APPROVED AS TO FORM AND PROCEDURE

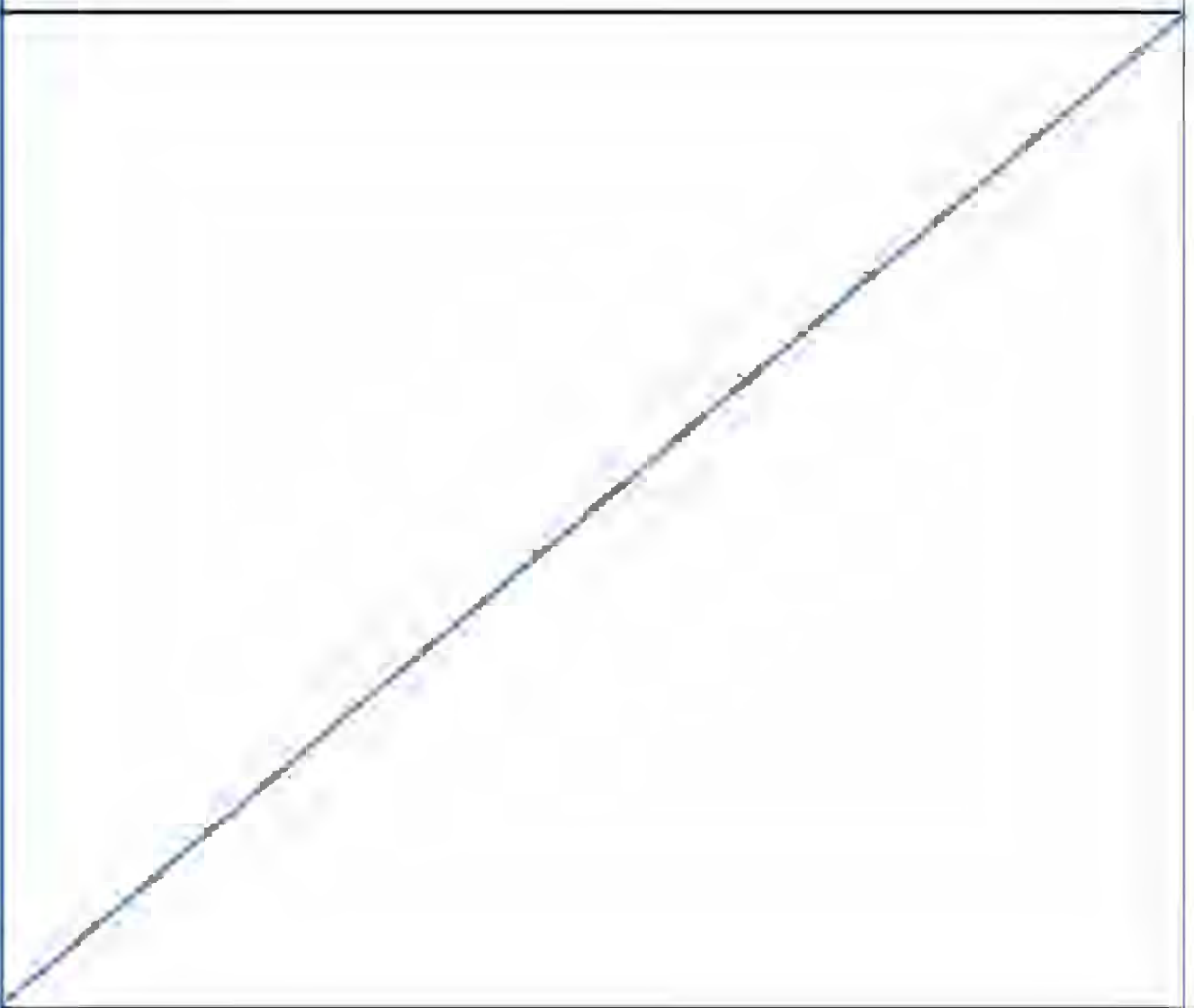
APPROVAL RECOMMENDED

Attorney, Department of Transportation

DIVISION OF RIGHT OF WAY

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

6 The real property or interests in real property, which the Department of
7 Transportation is by this resolution authorized to acquire, is situated in the County of
8 Tulare, State of California, Highway 06-Tul-190 and described as follows:



Parcel 89168-1

For state highway purposes, a portion of the land described in the Northeast Quarter of Section 3, Township 22 South, Range 28 East, Mount Diablo Meridian, more particularly described as follows:

COMMENCING at a point on the west line of said Northeast Quarter of Section 3, lying South 0°49'43" West, 1,670.53 feet from the North Quarter Corner of said Section 3; THENCE (1) South 89°10'17" East, 25.00 feet to a point on the east line of Road 284, said point being the POINT OF BEGINNING; THENCE (2) along said east line of Road 284, South 0°49'43" West, 82.32 feet; THENCE (3) South 89°44'36" East, 61.56 feet; THENCE (4) North 11°37'47" East, 108.50 feet; THENCE (5) North 26°37'53" East, 59.89 feet; THENCE (6) North 69°51'19" East, 72.40 feet; THENCE (7) North 0°00'00" East, 40.93 feet to the south line of State Route 190 as described in that Grant Deed to the State of California, recorded June 11, 1957 in Volume 1998, Page 217, Tulare County Official Records; THENCE (8) along said south line, North 89°44'19" West, 106.15 feet to the northeast corner of that portion of the land described in that Grant Deed to the State of California, recorded February 5, 2014 as document number 2014-0006563, Tulare County Official Records; THENCE along the easterly and southerly line of said Grant Deed to the State of California, recorded February 5, 2014 as document number 2014-0006563, Tulare County Official Records, the following described courses: (9) South 33°00'00" West, 69.69 feet; THENCE (10) South 8°00'00" West, 86.26 feet; THENCE (11) North 89°10'17" West, 20.95 feet to the POINT OF BEGINNING.

The bearings and distances used in this description are on the California Coordinate System of 1983, Zone 4. Divide distances 0.999971 to convert to ground distances.

**TRANSPORTATION COMMISSION
RESOLUTION NO.**

C-22506

**CALIFORNIA TRANSPORTATION COMMISSION
RESOLUTION OF NECESSITY
TO ACQUIRE CERTAIN REAL PROPERTY
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
HIGHWAY 07-LA-1-PM 7.16 PARCEL 81932-1, 2
OWNER: Los Angeles County Flood Control District**

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

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

APPROVED AS TO FORM AND PROCEDURE

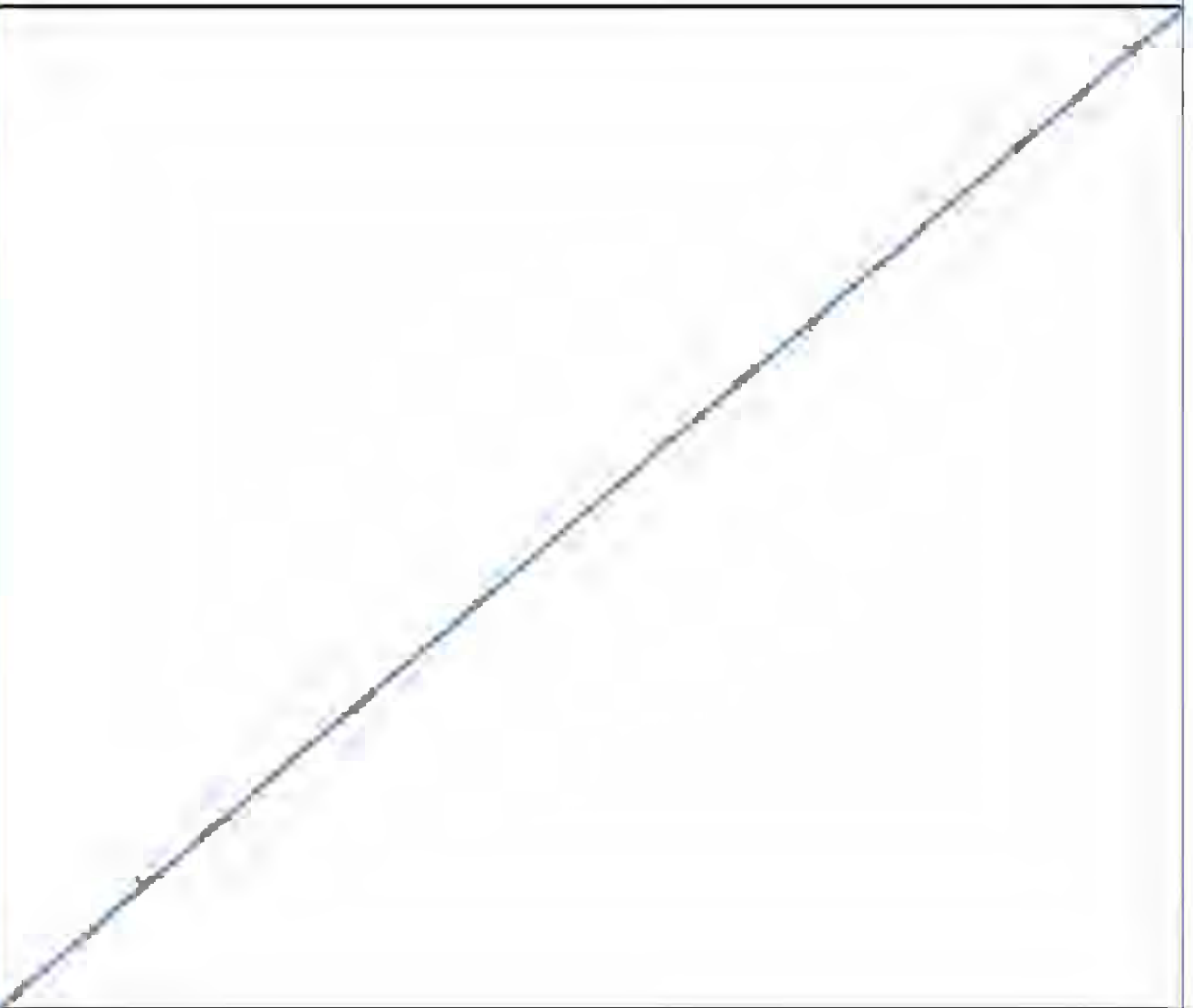
APPROVAL RECOMMENDED

Attorney, Department of Transportation

DIVISION OF RIGHT OF WAY

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

6 The real property or interests in real property, which the Department of
7 Transportation is by this resolution authorized to acquire, is situated in the County of Los
8 Angeles, State of California, Highway 07-LA-1 and described as follows:



Number
81932

Resolution of Necessity Description

Parcel 81932-1 – Highway Easement

For State Highway purposes, an Easement for the right of way and incidents thereto for a public highway, upon, over and across those portions of Lots 67 through 76, inclusive, in the City of Long Beach, County of Los Angeles, State of California, of the Resubdivision of the Willow Tract, as per map recorded in Book 8, Page 98, of Maps, in the Office of the Registrar-Recorder/County Clerk of said County together with those portions of Pacific Coast Highway (formerly State Street, 75.00 feet wide) as described in a Document recorded May 14, 1934 in Book 12801, Pages 68 through 70, Inclusive, of Official Records of said County and Julia Street, Humphreys Avenue vacated by Ordinance No. B-666 of the City of Long Beach, described as follows:

Bounded on the north by the south line of Parcel No. 41600 as described in Document No. 2693 recorded June 7, 1965 in Book D2930, Pages 675 through 678, Inclusive, of Official Records of said County;

Bounded on the east by the west line of Lot 19, in Block "C", of the Map of Pacific Fountain Tract, as per map recorded in Book 8, Page 152, of Maps, in said Office of the Registrar-Recorder/County Clerk;

Bounded on the south by the following described line:

Commencing at the southwest corner of said Lot 19; Thence North 00°09'28" East 31.95 feet along the west line of said Lot 19 to the beginning of a non-tangent curve concave southerly, having a radius of 1934.50 feet, a radial line to said point bears North 4°09'38" East and being the **Point of Beginning**; Thence westerly and southwesterly along said curve through an angle of 13°50'51" an arc length of 467.53 feet; Thence South 80°18'47" West 115.25 feet to a point on the west line of Parcel No. D-142 as described in Document recorded January 29, 1962 in Book D1495, Page 315, of Official Records of said County and the termination of said south line.

Number
81932

Bounded on the west by the west line of said Parcel No. D-142;

The bearings and distances used in the above description are on California Coordinate System (NAD) 1983, EPOCH 1991.35, Zone 5. Divide the above distances by 1.0000622 to obtain ground distances.

Parcel 81932-2 – Temporary Construction Easement

For State Highway purposes, a Temporary Construction Easement for construction purposes and incidents thereto upon, over and across those portions of Lots 67 through 76, inclusive, in the City of Long Beach, County of Los Angeles, State of California, of the Resubdivision of the Willow Tract, as per map recorded in Book 8, Page 98, of Maps and together with a portion of Lots 19 and 20, in Block "C", of the Map of Pacific Fountain Tract, as per map recorded in Book 8, Page 152, of Maps, both within the Office of the Registrar-Recorder/County Clerk of the County of Los Angeles, together with those portions of Pacific Coast Highway (formerly State Street, 75.00 feet wide) as described in a Document recorded May 14, 1934 in Book 12801, Pages 68 through 70, Inclusive, of Official Records of said County and portions of Julia Street, and Humphreys Avenue vacated by Ordinance No. B-666 of the City of Long Beach, described as follows:

Commencing at the southwest corner of said Lot 19; Thence North 00°09'28" East 7.50 feet along the west line of said Lot 19 to the north line of the south 7.50 feet of said Lot 19 and being the **Point of Beginning**; Thence North 00°09'28" East 24.45 feet along said west line to the beginning of a non-tangent curve concave southerly, having a radius of 1934.50 feet, a radial line to said point bears North 4°09'38" East; Thence westerly and southwesterly along said curve through an angle of 13°50'51" an arc length of 467.53 feet; Thence South 80°18'47" West 115.25 feet to a point on the west line of said Parcel No. D-142 as described in Document recorded January 29, 1962 in Book D1495, Page 315, of Official Records of said County; Thence South 40°15'49" West 24.75 feet along said west line to a point on the centerline of Pacific Coast Highway (formerly State Street, 60.00 feet wide) as

Number
81932

shown on Inner Harbor Tract as per map recorded in Book 8, Pages 62 and 63, of Maps, in the Office of the Registrar-Recorder/County Clerk of said County; Thence South $89^{\circ}53'08''$ East 6.89 feet along said centerline to the beginning of a non-tangent curve concave southeasterly, having a radius of 84.50 feet, a radial line to said point bears North $23^{\circ}46'51''$ West; Thence northeasterly along said curve through an angle of $8^{\circ}12'02''$ an arc length of 12.09 feet; Thence North $80^{\circ}18'47''$ East 115.50 feet to the beginning of a curve concave southerly, having a radius of 1919.50 feet; Thence northeasterly and easterly along said curve through an angle of $13^{\circ}11'24''$ and an arc length of 441.88 feet; Thence South $00^{\circ}08'57''$ West 35.92 feet to a line parallel with and distant north 12.50 feet from the centerline of said Pacific Coast Highway (formerly State Street, 60.00 feet wide); Thence South $89^{\circ}53'08''$ East 20.00 feet along said parallel line; Thence South $00^{\circ}08'57''$ West 50.00 feet to a point on the South line of the North 7.50 feet of said Lot 5 and the southerly line of said Pacific Coast High (formerly State Street, 75.00 feet wide); Thence South $89^{\circ}53'08''$ East 39.69 feet along said line; Thence North $17^{\circ}12'55''$ East 18.99 feet; Thence North $30^{\circ}06'35''$ East 8.22 feet; Thence North $74^{\circ}39'42''$ East 14.17 feet to the southerly prolongation of the east line of the west 25.00 feet of said Lot 20; Thence North $0^{\circ}09'28''$ East 45.96 feet along said southerly prolongation to the north line of the south 7.50 feet of said Lot 20 and the northerly line of said Pacific Coast High (formerly State Street, 75.00 feet wide); Thence North $89^{\circ}53'08''$ West 60.00 feet along said north line of the south 7.50 feet of said Lots 20 and 19 respectively to the **Point of Beginning**.

Rights to the above described Temporary Construction Easement shall cease and terminate on December 1, 2027. The rights may also be terminated prior to the above date by STATE upon notice to the OWNER.

The bearings and distances used in the above description are on California Coordinate System (NAD) 1983, EPOCH 1991.35, Zone 5. Divide the above distances by 1.0000622 to obtain ground distances.

**TRANSPORTATION COMMISSION
RESOLUTION NO.**

C-22507

CALIFORNIA TRANSPORTATION COMMISSION
RESOLUTION OF NECESSITY
TO ACQUIRE CERTAIN REAL PROPERTY
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
HIGHWAY 07-LA-1-PM 7.16 PARCEL 81933-1, 2
OWNER: Los Angeles County Flood Control District, a body corporate and politic

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

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

APPROVED AS TO FORM AND PROCEDURE

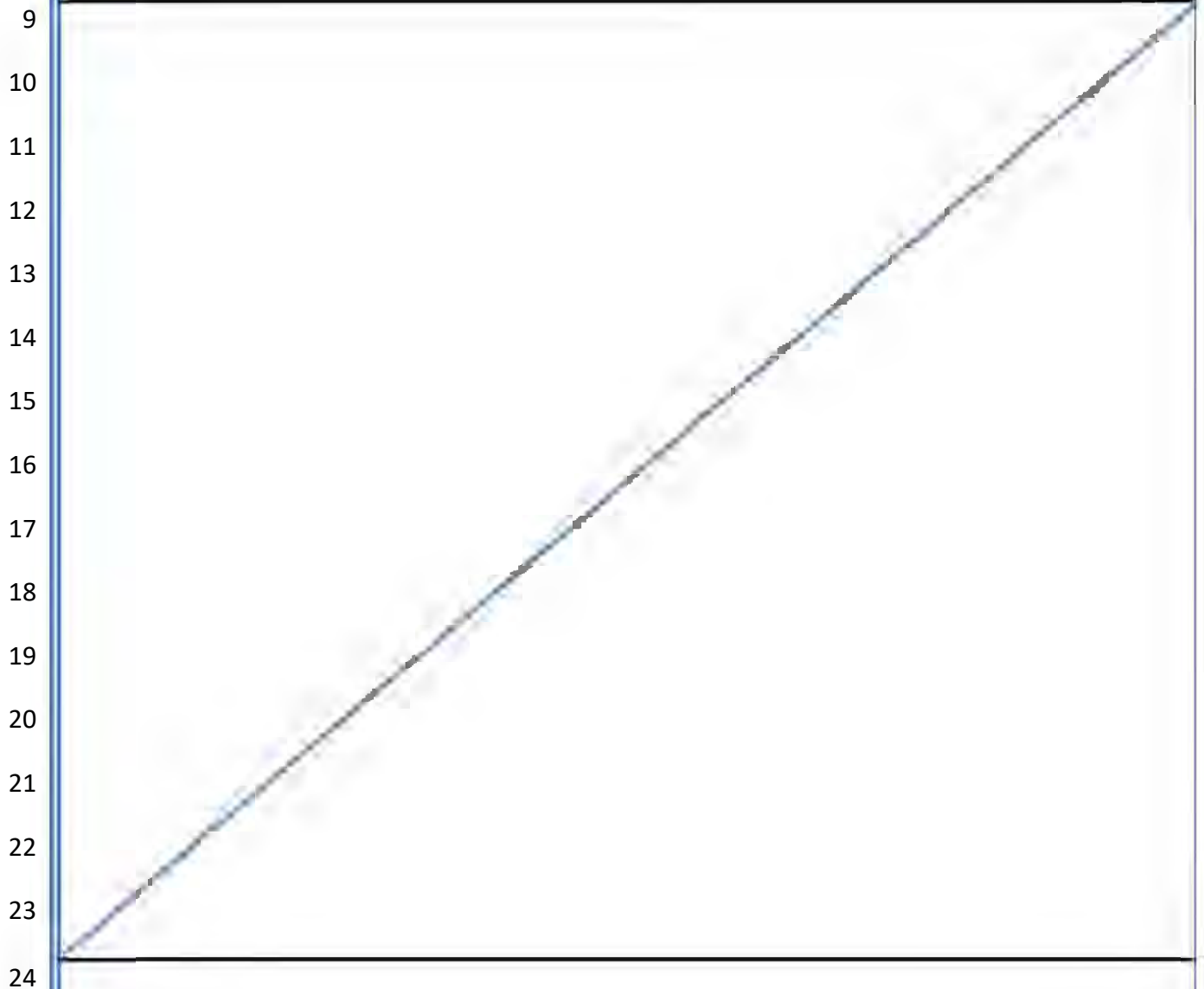
APPROVAL RECOMMENDED

Attorney, Department of Transportation

DIVISION OF RIGHT OF WAY

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

6 The real property or interests in real property, which the Department of
7 Transportation is by this resolution authorized to acquire, is situated in the County of Los
8 Angeles, State of California, Highway 07-LA-1 and described as follows:



Number
81933

RESOLUTION OF NECESSITY DESCRIPTION

Parcel 81933-1: HIGHWAY EASEMENT

For State highway purposes, an EASEMENT for the right of way and incidents thereto for a public highway, upon, over and across those portions of Lots 67 through 76 as shown on that Map entitled "Resubdivision of WILLOW, TRACT" filed in Book 8, Page 98, of Maps, in the Office of the Registrar-Recorder/County Clerk of Los Angeles County, TOGETHER with those portions of Julia Street, Humphreys Avenue (formerly Carroll Street and Humphries Street), and the alley adjacent to said Lots 67 through 76, as said Street, Avenue, and alley are shown on said Map and vacated by Ordinance No. B-666 of the City of Long Beach, ALSO TOGETHER with that portion of the alley adjacent to Lots 17, 19 and 20 of Block "C", as said Lots 17, 19 and 20 of Block "C" are shown on that map entitled "Map of Pacific Fountain Tract" filed in Book 8, Page 152, of Maps, in the Office of the Registrar-Recorder/County Clerk of said County and vacated by said Ordinance No. B-666, more particularly described as follows:

BEGINNING at the intersection of the general northerly line of that strip of land 90 feet wide as described in the Easement Deed (State Parcel No. 41600) recorded on June 7, 1965 in Book D2930, Page 675, Official Records of said County with the easterly line of the westerly 25 feet of said Lot 20; thence along said general northerly line the following two courses: 1) from a radial line that bears N 05°05'34" E, westerly along a curve to the left with a radius of 2042.13 feet, through an angle of 14°48'46", an arc length of 527.95 feet; and 2) S 80°16'48" W, 105.65 feet to a point on the easterly line of said Lot 66; thence along said easterly line of said Lot 66, N 00°06'52" E, 22.70 feet; thence N 84°16'29" E 226.10 feet; thence along a tangent curve to the right with a radius of

Number
81933

2050.25 feet, through an angle of $8^{\circ}49'23''$, an arc length of 315.72 feet; thence from a radial line that bears $S\ 11^{\circ}15'11''\ E$, northeasterly along a curve to the left with a radius of 80.00 feet, through an angle of $22^{\circ}34'14''$, an arc length of 31.51 feet; thence $N\ 00^{\circ}09'28''\ E$, 7.28 feet; thence $S\ 89^{\circ}53'08''\ E$, 61.00 feet to a point on the northerly prolongation of said easterly line of said westerly 25 feet of said Lot 20; thence along said northerly prolongation of said easterly line, $S\ 00^{\circ}09'28''\ W$, 32.56 feet to the POINT OF BEGINNING.

EXCEPTING THEREFROM that portion of the above-described parcel lying northerly and easterly the following described line:

BEGINNING at the intersection of the northerly prolongation of said easterly line of the westerly 25 feet of said Lot 20 and the centerline of said alley adjacent to northerly line of said Lot 20, thence along said centerline and its westerly prolongation, $S\ 89^{\circ}53'08''\ W$, 90.00 feet to a point on the line parallel with, distant 20 feet easterly, measured at right angles from the westerly line of said Humphreys Avenue (formerly Carroll Street and Humphries Street); thence along said parallel line, $N\ 00^{\circ}09'28''\ E$, 57.64 feet to a point the westerly prolongation of the northerly line of said Lot 17, said point being the point of terminus of herein described line.

The bearings and distances used in the above description are on the California Coordinate System of 1983, Epoch 1991.35, Zone 5. Divide the above distances by 1.0000622 to obtain ground level distances.

Number
81933

Parcel 81933-2: TEMPORARY CONSTRUCTION EASEMENT

For State highway purposes, a TEMPORARY EASEMENT for construction purposes and incidents thereto, upon, over and across those portions of Lots 67 through 76 as shown on that Map entitled "Resubdivision of WILLOW, TRACT" filed in Book 8, Page 98, of Maps, in the Office of the Registrar-Recorder/County Clerk of Los Angeles County, TOGETHER with those portions of Julia Street, Humphreys Avenue (formerly Carroll Street and Humphries Street), and the alley adjacent to said Lots 67 through 76, as said Street, Avenue, and alley are shown on said Map and vacated by Ordinance No. B-666 of the City of Long Beach, more particularly described as follows:

COMMENCEING at the intersection of the general northerly line of that strip of land 90 feet wide as described in the Easement Deed (State Parcel No. 41600) recorded on June 7, 1965 in Book D2930, Page 675, Official Records of said County with the easterly line of said Lot 66; thence along said easterly line, N 00°06'52" E, 22.70 feet to the TRUE POINT OF BEGINNING; thence N 84°16'29" E, 226.10 feet; thence along a tangent curve to the right with a radius of 2050.25 feet, through an angle of 5°34'29", an arc length of 199.48 feet to a point on the center line of said alley; thence along said center line, N 89°53'08" W, 242.72 feet; thence S 84°16'29" W, 182.27 feet to a point on said easterly line of said Lot 66; thence along said easterly line, S 00°06'52" W, 15.08 feet to the TRUE POINT OF BEGINNING.

Rights to the above-described temporary easement shall cease and terminate on December 1, 2027. Said rights may also be terminated prior to the above date by STATE upon notice to OWNER.

Number
81933

The bearings and distances used in the above description are on the California Coordinate System of 1983, Epoch 1991.35, Zone 5. Divide the above distances by 1.0000622 to obtain ground level distances.

**TRANSPORTATION COMMISSION
RESOLUTION NO.**

C-22508

CALIFORNIA TRANSPORTATION COMMISSION
RESOLUTION OF NECESSITY
TO ACQUIRE CERTAIN REAL PROPERTY
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
HIGHWAY 07-LA-1-PM 0.00 PARCEL 81937-1
OWNER: The City of Los Angeles, a Municipal Corporation of the State of California

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

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

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

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

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

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

APPROVED AS TO FORM AND PROCEDURE

APPROVAL RECOMMENDED

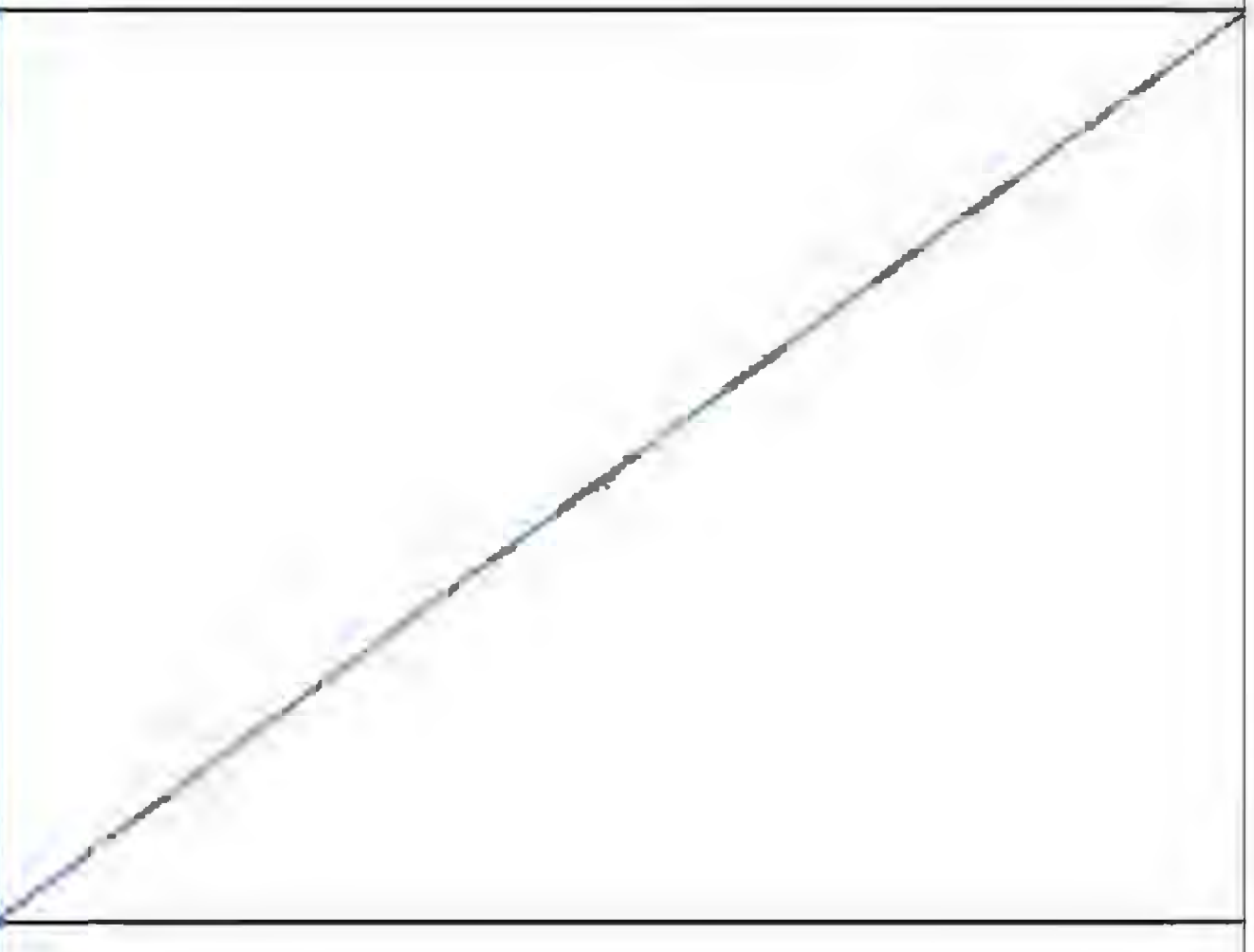
Attorney, Department of Transportation

DIVISION OF RIGHT OF WAY

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

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

8 The real property or interests in real property, which the Department of
9 Transportation is by this resolution authorized to acquire, is situated in the County of Los
10 Angeles, State of California, Highway 07-LA-1 and described as follows:



Number
81937

RESOLUTION OF NECESSITY DESCRIPTION

Parcel 81937-1: TEMPORARY ACCESS EASEMENT

For State highway purposes, a TEMPORARY EASEMENT for ingress to and egress from purposes and incidents thereto, upon, over and across that portion of PARCEL 18 as shown on the Record of Survey entitled "Record of Survey, in the Cities of Long Beach and Seal Beach", in the City of Long Beach, County of Los Angeles, State of California, filed in Book 54, Pages 24 to 26, in the Office of the County Recorder of said County, described as follows:

BEGINNING at the southerly corner of PARCEL 56 as shown on the map entitled "ALAMITOS BAY BOUNDARY INVESTIGATION, ALAMITOS BAY BOUNDARY SETTLEMENT & EXCHANGE NO. 8, EXHIBIT "A"" recorded in the instrument entitled "ALAMITOS BAY BOUNDARY SETTLEMENT & EXCHANGE NO. 8" recorded June 2, 1980 as Instrument No. 80-537485, Official Records of said County; said southerly corner being a point on the northwesterly line of said PARCEL 18; thence along said northwesterly line, N 57°10'35" E, 49.29 feet; thence S 31°23'20" E, 89.31 feet; thence S 56°31'42" W, 19.01 feet to a point on the southeasterly prolongation of the southwesterly line of said PARCEL 56; thence along said southeasterly prolongation of said southwesterly line, N 50°13'13" W, 93.78 feet to the POINT OF BEGINNING.

Rights to the above-described temporary easement shall cease and terminate on February 1, 2028. Said rights may also be terminated prior to the above date by STATE upon notice to OWNER.

Number
81937

The bearings and distances used in the above description are on the California Coordinate System of 1983, Epoch 1991.35, Zone 5. Divide the above distances by 1.0000622 to obtain ground level distances.

**TRANSPORTATION COMMISSION
RESOLUTION NO.**

C-22509

**CALIFORNIA TRANSPORTATION COMMISSION
RESOLUTION OF NECESSITY
TO ACQUIRE CERTAIN REAL PROPERTY
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
HIGHWAY 07-LA-1-PM 7.10 PARCEL 85956-1
OWNER: G. F. Block**

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

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

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

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

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

The offer required by Section 7267.2 of the Government Code has not been made to the owner or owners of record because they could not be located with reasonable diligence; and be it further

APPROVED AS TO FORM AND PROCEDURE

APPROVAL RECOMMENDED

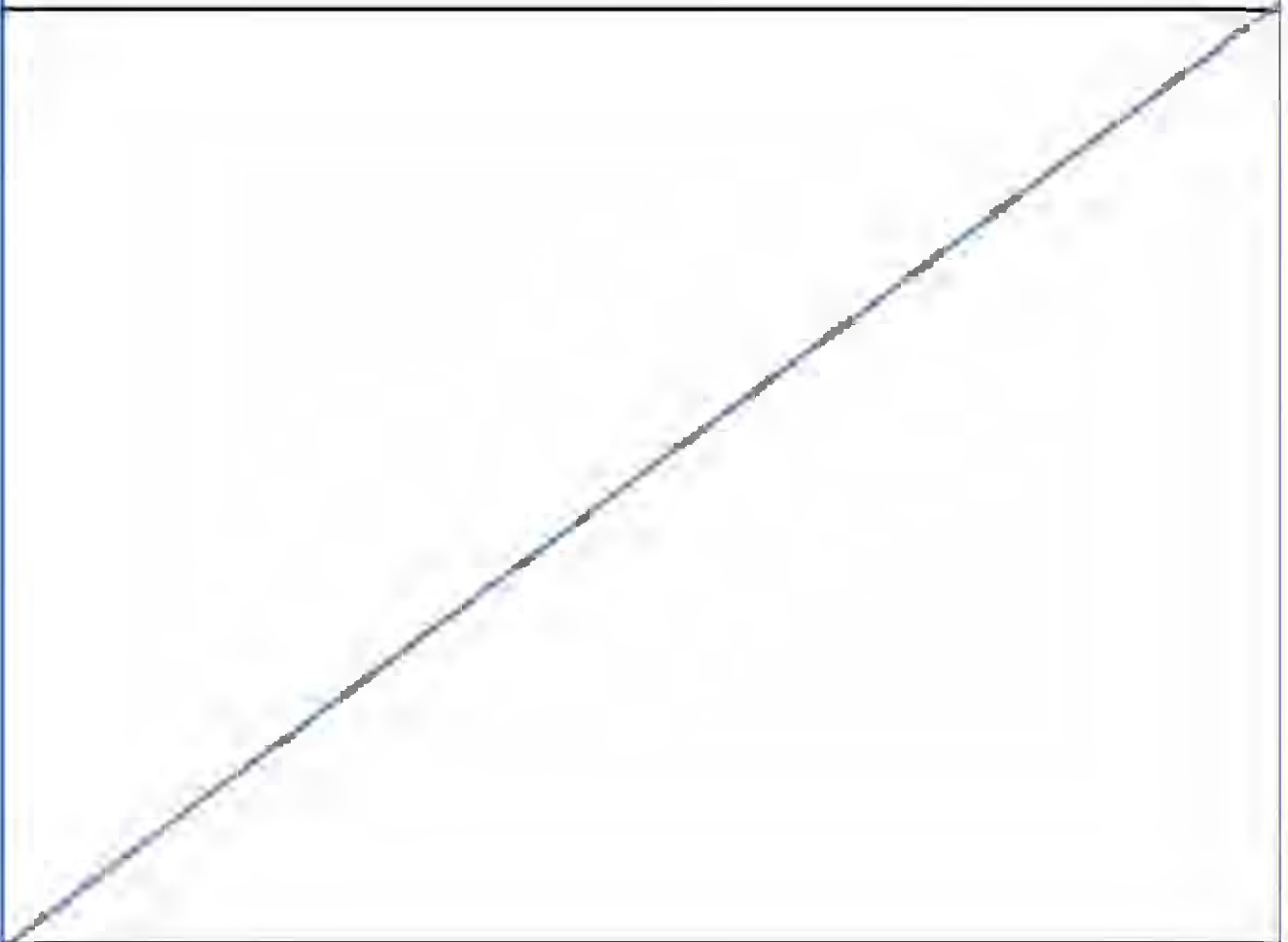
Attorney, Department of Transportation

DIVISION OF RIGHT OF WAY

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

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

8 The real property or interests in real property, which the Department of
9 Transportation is by this resolution authorized to acquire, is situated in the County of Los
10 Angeles, State of California, Highway 07-LA-1 and described as follows:



Number
85956

RESOLUTION OF NECESSITY DESCRIPTION

Parcel 85956-1: HIGHWAY EASEMENT

For State highway purposes, an EASEMENT for the right of way and incidents thereto for a public highway, upon, over and across that portion of Lot 17 of Block "C", as said Lot 17 is shown on that map entitled "Map of Pacific Fountain Tract" filed in Book 8, Page 152, of Maps, in the Office of the Registrar-Recorder/County Clerk of Los Angeles County, TOGETHER with those portions of Humphreys Avenue (formerly Carroll Street and Humphries Street) and alley adjacent to said Lot 17, Lots 19 and 20 of Block "C", as said Lots 19 and 20 and alley are shown on said map, also said alley is vacated by Ordinance No. B-666 of the City of Long Beach, more particularly described as follows:

BEGINNING at the intersection of the general northerly line of that strip of land 90 feet wide as described in the Easement Deed (State Parcel No. 41600) recorded on June 7, 1965 in Book D2930, Page 675, Official Records of said County with the easterly line of the westerly 25 feet of said Lot 20; thence along said general northerly line the following two courses: 1) from a radial line that bears N 05°05'34" E, westerly along a curve to the left with a radius of 2042.13 feet, through an angle of 14°48'46", an arc length of 527.95 feet; and 2) S 80°16'48" W, 105.65 feet to a point on the easterly line of Lot 66 as shown on that map entitled "Resubdivision of WILLOW, TRACT" filed in Book 8, Page 98, of Maps, in the Office of the Registrar-Recorder/County Clerk of said County, thence along said easterly line of said Lot 66, N 00°06'52" E, 22.70 feet; thence N 84°16'29" E 226.10 feet; thence along a tangent curve to the right with a radius of 2050.25 feet, through an angle of 8°49'23", an arc length of 315.72 feet; thence from a radial line that bears

Number
85956

S 11°15'11" E, northeasterly along a curve to the left with a radius of 80.00 feet, through an angle of 22°34'14", an arc length of 31.51 feet; thence N 00°09'28" E, 7.28 feet; thence S 89°53'08" E, 61.00 feet to a point on the northerly prolongation of said easterly line of said westerly 25 feet of said Lot 20; thence along said northerly prolongation of said easterly line, S 00°09'28" W, 32.56 feet to the POINT OF BEGINNING.

EXCEPTING THEREFROM that portion of the above-described parcel lying westerly and southerly the following described line:

BEGINNING at the intersection of the northerly prolongation of said easterly line of the westerly 25 feet of said Lot 20 and the centerline of said alley adjacent to northerly line of said Lot 20, thence along said centerline and its westerly prolongation, S 89°53'08" W, 90.00 feet to a point on the line parallel with, distant 30 feet westerly, measured at right angles from the easterly line of said Humphreys Avenue (formerly Carroll Street and Humphries Street); thence along said parallel line, N 00°09'28" E, 57.64 feet to a point the westerly prolongation of the northerly line of said Lot 17, said point being the point of terminus of herein described line.

The bearings and distances used in the above description are on the California Coordinate System of 1983, Epoch 1991.35, Zone 5. Divide the above distances by 1.0000622 to obtain ground level distances.

**TRANSPORTATION COMMISSION
RESOLUTION NO.**

C-22510

**CALIFORNIA TRANSPORTATION COMMISSION
RESOLUTION OF NECESSITY
TO ACQUIRE CERTAIN REAL PROPERTY
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
HIGHWAY 08-SBd-38-PM 0.16 PARCEL 25890-1, 2, 3
OWNER: BEST CALIFORNIA GAS, LTD., a California limited partnership**

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

The hereinafter described real property is necessary for State Highway purposes and is to be acquired by eminent domain pursuant to Streets and Highways Code Section 102 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

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

APPROVED AS TO FORM AND PROCEDURE

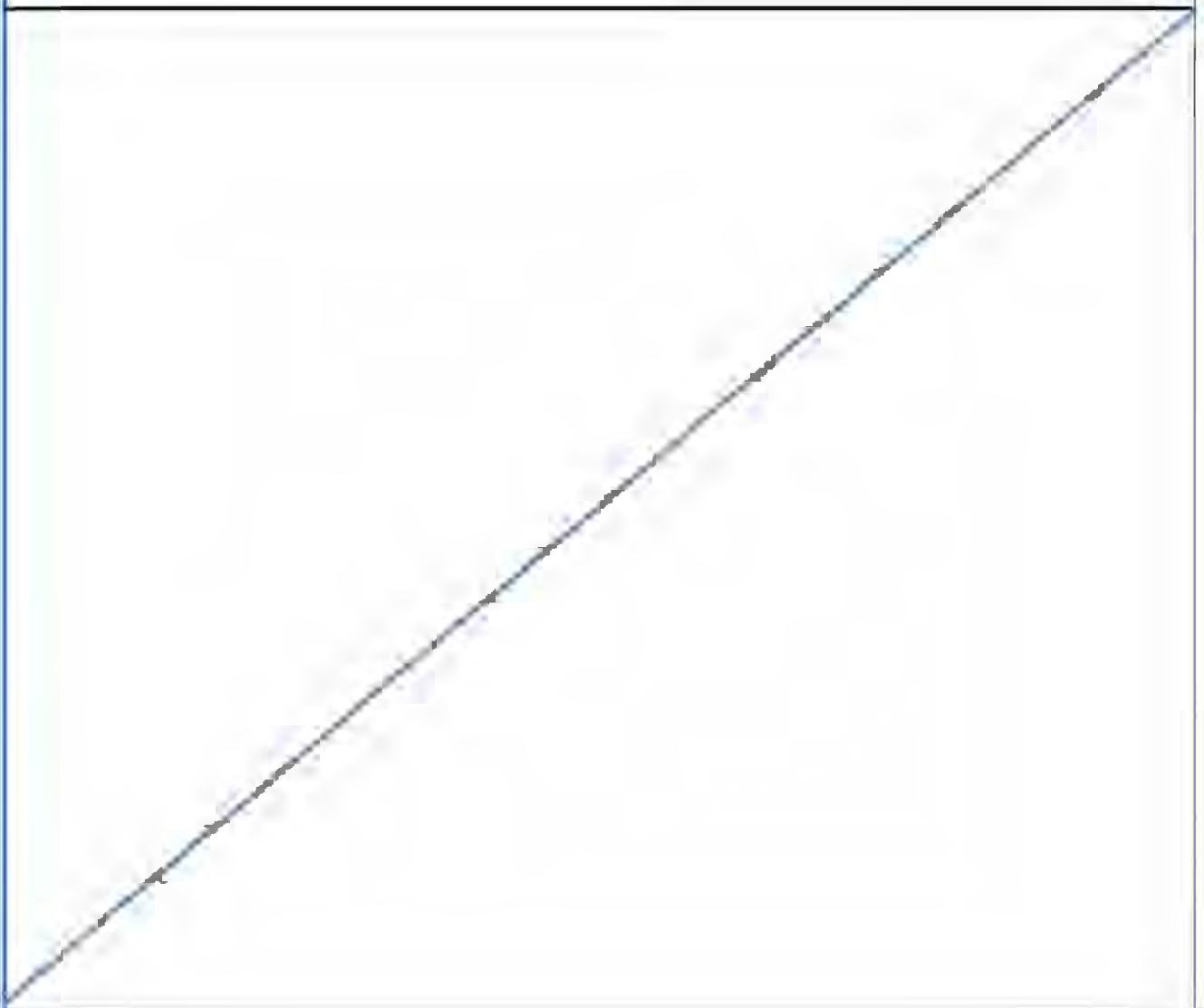
APPROVAL RECOMMENDED

Attorney, Department of Transportation

DIVISION OF RIGHT OF WAY

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

6 The real property or interests in real property, which the Department of
7 Transportation is by this resolution authorized to acquire, is situated in the County of San
8 Bernardino, State of California, Highway 08-SBd-38 and described as follows:



LEGAL DESCRIPTION

Parcel 25890-1

In the City of Redlands, County of San Bernardino, State of California being that portion of Lot 9, Block 9, as shown on Map of the Town of Lugonia, filed in Book 8, Page 7 of Maps, in the office of the county recorder of said county, lying southwesterly of the following described line:

COMMENCING at the southwest corner of said Lot 9; thence westerly along the southerly line of said lot, also being the northerly right of way line of Sun Avenue (30.00 foot half-width), North 89°33'09" East, 4.67 feet to the **POINT OF BEGINNING**; thence leaving said right of way line North 0°22'59" West, 0.46 feet; thence South 88°47'09" West, 2.41 feet, thence North 29°53'26" West, 4.53 feet, to a point on the westerly line of said Lot 9 and the easterly right of way line of Orange Street (Formerly Commercial Street) (33.00 foot half-width), said point also being the **POINT OF TERMINATION**.

Together with underlying fee interest, if any, contiguous to the above-described property in and to the adjoining Sun Avenue and Orange Street, lying within the following described land and hereinafter referred to as Parcel 25890-3:

Parcel 25890-3

BEGINNING at the southwest corner of said Lot 9; thence easterly along the southerly line of said lot, also being the northerly right of way line of Sun Avenue (30.00 foot half-width), North 89°33'09" East, 4.67 feet; thence leaving said right of way line, South 0°26'51" East, 30.00 feet to the centerline of said Sun Avenue; thence westerly along said centerline South 89°33'09" West, 37.85 feet to the centerline intersection of Sun Avenue and Orange Street; thence leaving said intersection and northerly along said Orange Street centerline, North 0°06'19" West, 124.14 feet to the intersection with the westerly prolongation of the northerly line of Lot 10, Block 9 of said map; thence leaving said centerline and along said westerly prolongation, North 89°33'09" East, 33.00 feet to the northwest corner of said Lot 10, said point also

08-SBD-38-PM 0.16-25890 (25890-1, 25890-2, & 25890-3)

LEGAL DESCRIPTION

being on the easterly right of way line of Orange Street (33.00 foot half-width); thence southerly along said right of way line South 0°06'19" East, 94.14 feet, to the southwesterly corner of said Lot 9, said point also being the **POINT OF BEGINNING**.

Parcel 25890-2

A temporary easement for construction purposes, in and to that portion of real property in the City of Redlands, County of San Bernardino, State of California, situated in Lot 9, Block 9, of the Map of the Town of Lugonia, filed in Book 8, Page 7 of Maps, in the office of the county recorder of said county, being a strip of land 2.00 feet wide, the southwesterly sideline of said strip described as follows:

COMMENCING at the southwest corner of said Lot 9; thence westerly along said southerly line of Lot 9, North 89°33'09" East, 4.67 feet to the **POINT OF BEGINNING**; thence leaving said line North 0°22'59" West, 0.46 feet; thence South 88°47'09" West, 2.41 feet, thence North 29°53'26" West, 4.53 feet, to a point on said westerly line of Lot 9, said point also being the **POINT OF TERMINATION**.

The northeast sideline of said strip to be extended or shortened as to begin at said southerly line of said Lot 9 and to end at said westerly line of Lot 9.

Rights to the above-described temporary easement shall cease and terminate on July 10, 2027. The rights may also be terminated prior to the above date by STATE upon notice to OWNER.

The distances used in the above description are on the California Coordinate System of 1983, Zone 5 (Epoch 2017.50). Divide the above distances used in the above description by 0.999997900 to obtain ground level distances.

**TRANSPORTATION COMMISSION
RESOLUTION NO.**

C-22511

CALIFORNIA TRANSPORTATION COMMISSION
RESOLUTION OF NECESSITY
TO ACQUIRE CERTAIN REAL PROPERTY
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
HIGHWAY 08-SBd-38-PM 0.83 PARCEL 25902-1, 2, 3
OWNER: MARK WINGO AND TINA WINGO, HUSBAND AND WIFE AS JOINT TENANTS

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

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

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

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

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

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

APPROVED AS TO FORM AND PROCEDURE

APPROVAL RECOMMENDED

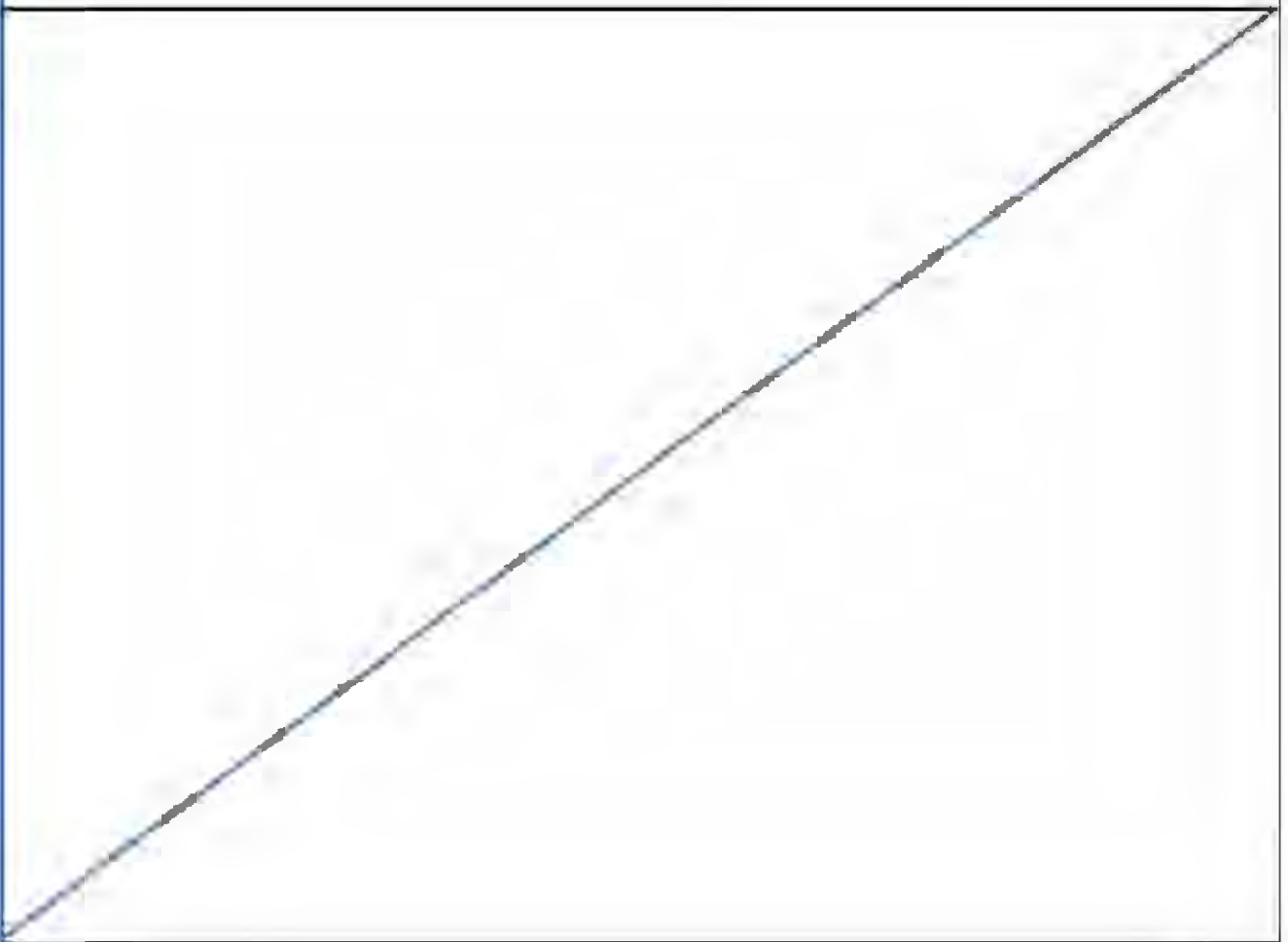
Attorney, Department of Transportation

DIVISION OF RIGHT OF WAY

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

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

8 The real property or interests in real property, which the Department of
9 Transportation is by this resolution authorized to acquire, is situated in the County of San
10 Bernardino, State of California, Highway 08-SBd-38 and described as follows:



LEGAL DESCRIPTION

Parcel 25902-1

For State highway purposes in the City of Redlands, County of San Bernardino, State of California being that portion of Lot 1 of Tract No. 10141, filed in Book 153, Pages 32 through 34 inclusive of Maps, in the office of the county recorder of said county, lying northwesterly of the following described line:

BEGINNING at a point on the westerly line of said Lot 1 and the easterly right of way line of Tribune Street, being distant northerly 116.86 feet, along said westerly line, from the southwest corner of said Lot, said point hereinafter referred to as **POINT "A"**; thence leaving said right of way line along a course hereinafter referred to as **COURSE "A"**, South 89°14'28" East, 0.44 feet to the beginning of a non-tangent curve, concave southeasterly, having a radius of 23.12 feet, a radial line to said curve bears North 89°14'28" West; thence northerly and easterly along said curve through a central angle of 87°01'00, an arc distance of 35.12 feet, said curve hereinafter referred to as **COURSE "B"**; thence North 0°31'33" West, 0.52 feet to a point on the northerly line of said Lot 1, and the southerly right of way line of Lugonia Avenue, said course hereinafter referred to as **COURSE "C"**, said point also being the **POINT OF TERMINATION**.

Together with underlying fee interest, if any, contiguous to the above-described property in and to the adjoining Lugonia Avenue and Tribune Street, lying within the following described land and hereinafter referred to as Parcel 25902-3:

Parcel 25902-3

BEGINNING at **POINT "A"**; thence leaving said westerly line of said Lot 1, also being the easterly right of way line of Tribune Street (30.00 foot half-width) at a perpendicular angle to said line, South 89°58'12" West, 30.00 feet to the centerline of said Tribune Street; thence northerly along said centerline North 0°01'48" West, 72.93 feet to the centerline intersection of Tribune Street and Lugonia Avenue; thence leaving said intersection and along said Lugonia Avenue centerline, North 89°33'40" East, 125.64 feet; thence leaving said centerline at a perpendicular

LEGAL DESCRIPTION

angle, South 0°26'20" East, 50.00 feet to the northeasterly corner of said Lot 1, said point also being on the southerly right of way line of said Lugonia Avenue (50.00 foot half-width); thence westerly along said right of way line and northerly line of said Lot 1, South 89°33'40" West, 83.09 feet to the beginning of a curve, concave southeasterly, having a radius of 13.00 feet; thence westerly and southerly along the northerly and westerly lines said Lot 1 through a central angle of 89°35'28", an arc distance of 20.33 feet; thence continuing southerly along said westerly line, South 0°01'48" East, 10.24 feet to the **POINT OF BEGINNING**.

Parcel 25902-2

A temporary easement for construction purposes and incidents thereto, in and to those portions of real property in the City of Redlands, County of San Bernardino, State of California being that portion of Lot 1 of Tract No. 10141, filed in Book 153, Pages 32 through 34 inclusive of Maps, in the office of the county recorder of said county, lying northwesterly of the following described line:

COMMENCING at **POINT "A"**; thence along the westerly line of said Lot 1 South 0°01'48" East, 2.00 feet to a line parallel with and distant 2.00 feet southerly, measured at right angles from said **COURSE "A"**, said point also being the **POINT OF BEGINNING**; thence along said parallel line South 89°14'28" East, 2.41 feet; thence North 0°45'32" East, 2.00 feet to the beginning of a curve concave southeasterly, having a radius of 21.12 feet, said curve being concentric with and distant 2.00 feet easterly and southerly, measured at radial angles from said **COURSE "B"**; thence northerly and easterly along said concentric curve through a central angle of 87°03'38, an arc distance of 32.10 feet; thence tangent from the end of said curve North 87°49'10" East, 1.93 feet to a line parallel with and distant 2.00 feet easterly, measured at right angles from said **COURSE "C"**; thence along said parallel line North 0°31'33" West, 2.46 feet to a point on the northerly line of said Lot 1, and the southerly right of way line of Lugonia Avenue, said point also being the **POINT OF TERMINATION**.

EXCEPTING therefrom the above-described Parcel 25902-1

LEGAL DESCRIPTION

Rights to the above-described temporary easement shall cease and terminate on July 10, 2027. The rights may also be terminated prior to the above date by STATE upon notice to OWNER.

The distances used in the above description are on the California Coordinate System of 1983, Zone 5 (Epoch 2017.50). Divide the above distances used in the above description by 0.999997900 to obtain ground level distances.

MEMORANDUM

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 5-6, 2024

From: STEVEN KECK, Chief Financial Officer

Reference Number: 2.4d.(1), Action Item

Prepared By: René Fletcher, Chief (Acting)
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 \$30,300. The State will receive a return of \$30,300 from the sale of these properties; corresponding maps are attached.

*"Provide a safe and reliable transportation network that
serves all people and respects the environment."*

DIRECTOR'S DEED:

01 -01-Hum-101 PM R10.94-R11.09	Humboldt County
Disposal Units #DD-5678-01-01	0.13 acre
DD-6596-01-01	0.60 acre
Convey to: Southern Humboldt Community Healthcare District	\$30,300 (Appraisal \$30,300)

Direct sale. Disposal units are small and irregularly shaped with the determination of highest and best use as part of the adjoining property. Disposal units were appraised and offered to the only interested adjoining owner at fair market value. Disposal units do not meet Department of General Services (DGS) criteria for Executive Orders N-06-19 or N-23-20.

02 -03-Gle-162 PM 76.8-77.4	Glenn County
Disposal Unit # DD-37276-01-01	4.73 acre
DD-37277-01-01	17.14 acre
DE-011823-01-01	1,061 square feet (s.f.)
DE-011823-01-02	1,028 s.f.
DE-011823-01-03	1,217 s.f.
Convey to: United States Fish and Wildlife Service	\$0 Appraisal Not Applicable (N/A)

Direct conveyance for no monetary consideration. Disposal units are being conveyed to the United States Fish and Wildlife Service in exchange for Parcel 37274-1 per the Exchange Agreement dated May 5, 2021, for a project to replace the existing Sacramento River Bridge and Viaduct. The project was necessary to meet current design standards as the existing steel bridge was deemed seismically vulnerable. The disposal units do not meet DGS criteria for Executive Orders N-06-19 or N-23-20.

03 -06-Fre-99 PM 24.19	Fresno County
Disposal Unit #DE 86982-4	661 s.f.
Convey to: Pacific Gas & Electric	\$0 (Appraisal N/A)

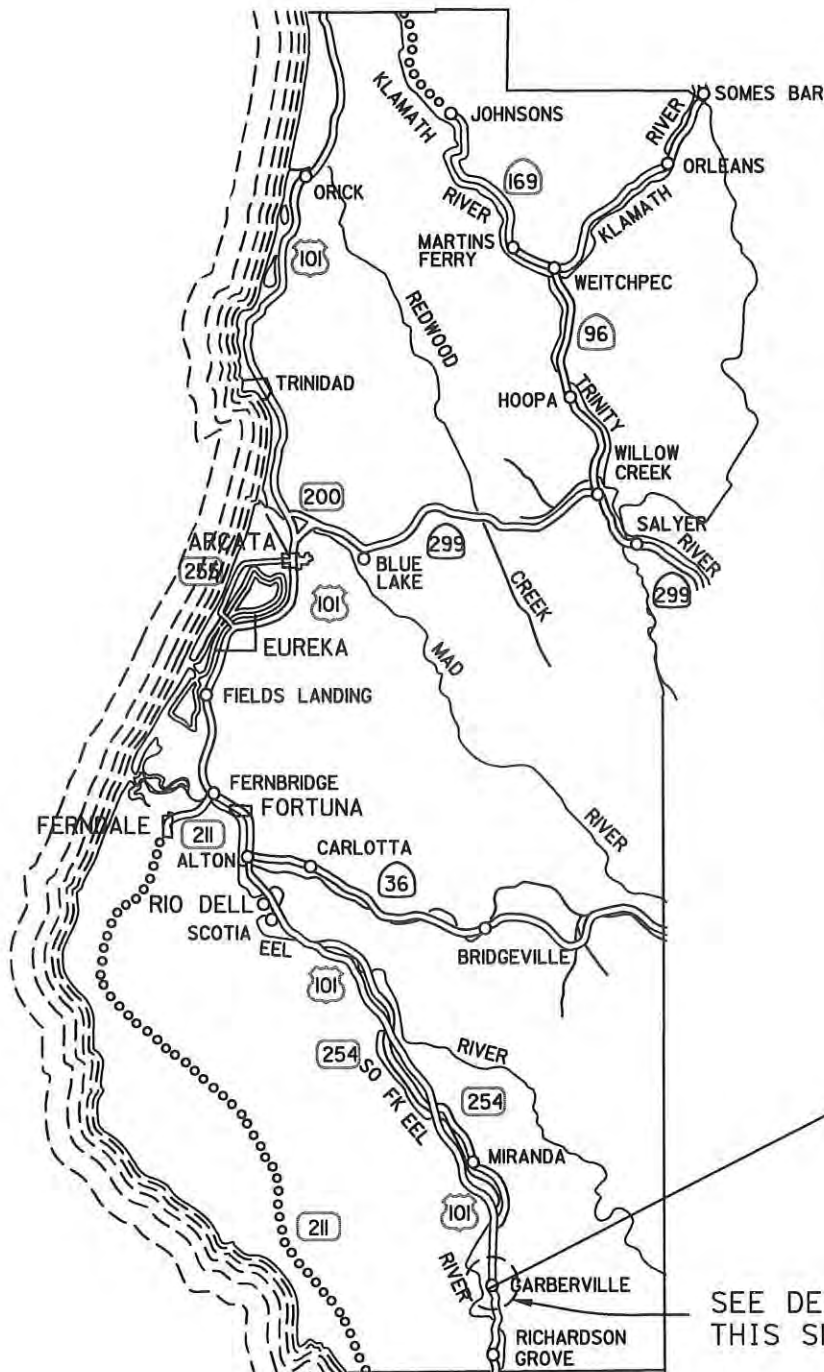
Direct conveyance for no monetary consideration. Conveyance is 100 percent State's obligation per Utility Agreement Number 06-1398.94 dated January 10, 2017. Disposal unit is not subject to Executive Orders N-06-19 or N-23-20.

Attachment(s):
Exhibit 1A - 3B - Parcel Maps

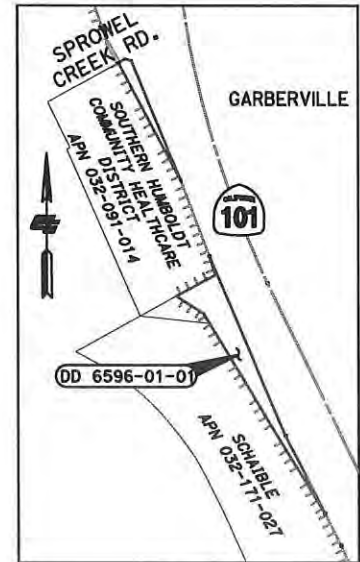
*"Provide a safe and reliable transportation network that
serves all people and respects the environment."*

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.

LOCATION MAP HUMBOLDT COUNTY



NOT TO SCALE



DETAIL
NOT TO SCALE

PROJECT
LOCATION

SEE DETAIL
THIS SHEET

STATE OF CALIFORNIA
CALIFORNIA STATE TRANSPORTATION AGENCY
DEPARTMENT OF TRANSPORTATION

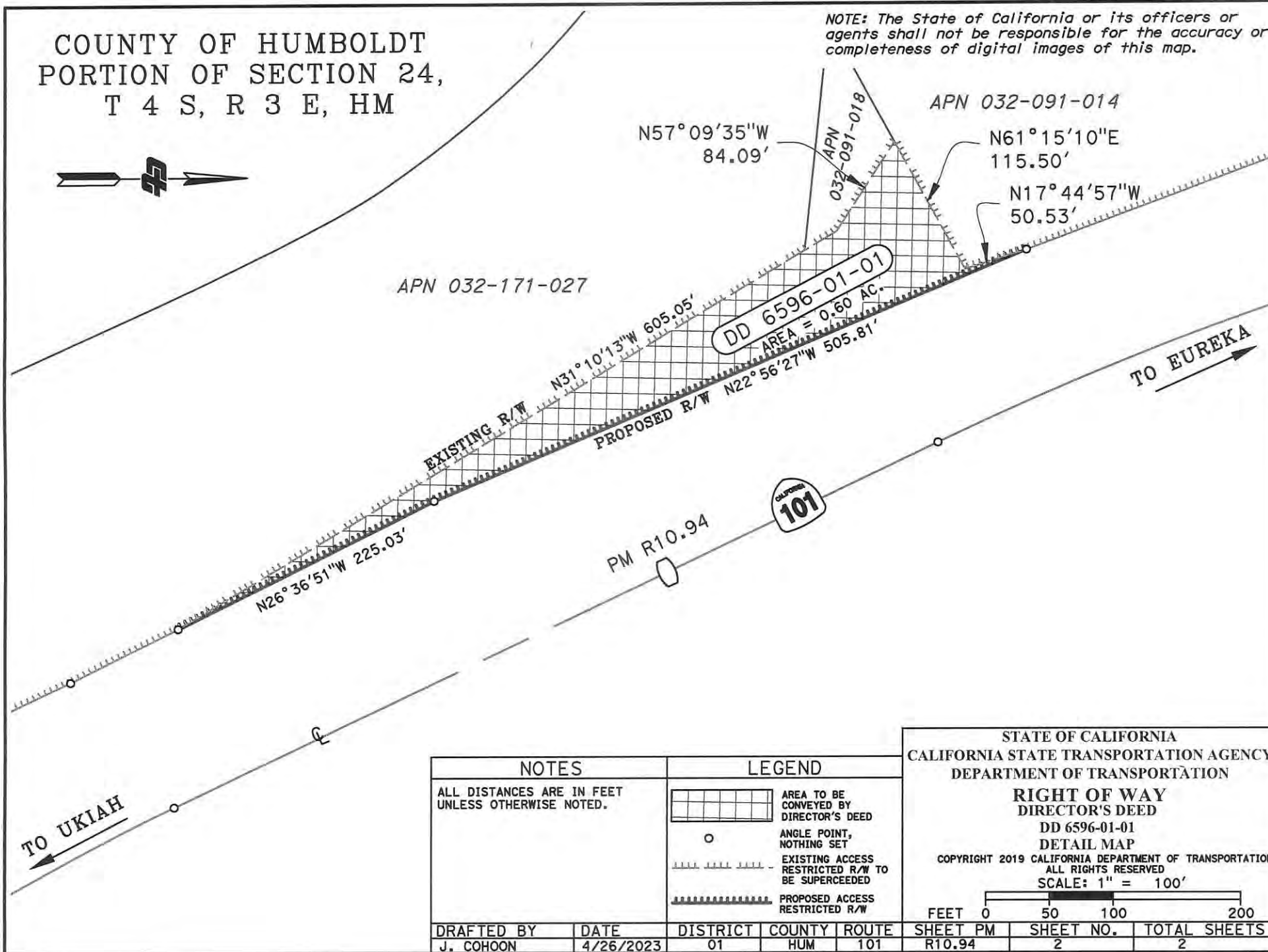
RIGHT OF WAY
DIRECTOR'S DEED
DD 6596-01-01
LOCATION MAP






DISTRICT	COUNTY	ROUTE	PM	SHEET NO.	TOTAL SHEETS
1	HUM	101	R10.94	1	2

COUNTY OF HUMBOLDT
PORTION OF SECTION 24,
T 4 S, R 3 E, HM



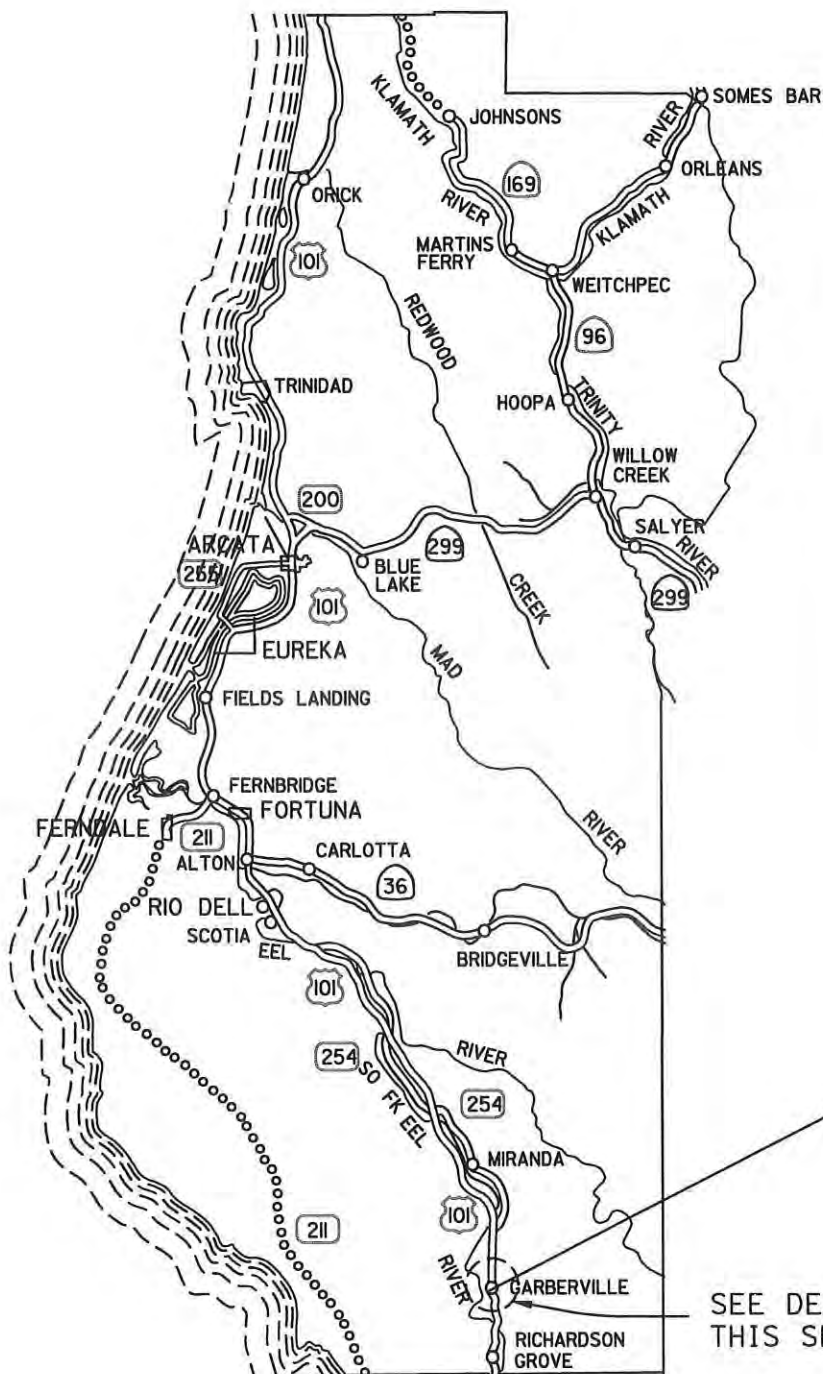
NOTE: The State of California or its officers or agents shall not be responsible for the accuracy or completeness of digital images of this map.



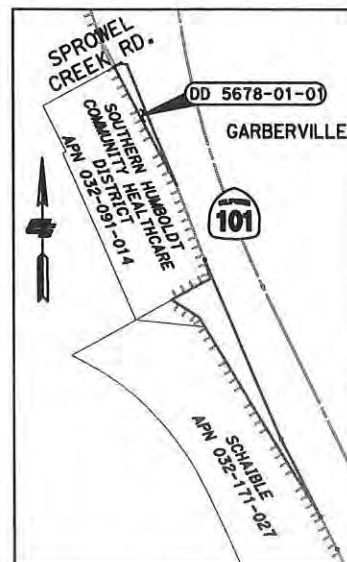
NOTES		LEGEND			CALIFORNIA STATE TRANSPORTATION AGENCY DEPARTMENT OF TRANSPORTATION		
ALL DISTANCES ARE IN FEET UNLESS OTHERWISE NOTED.			AREA TO BE CONVEYED BY DIRECTOR'S DEED		RIGHT OF WAY DIRECTOR'S DEED DD 6596-01-01 DETAIL MAP COPYRIGHT 2019 CALIFORNIA DEPARTMENT OF TRANSPORTATION ALL RIGHTS RESERVED SCALE: 1" = 100'  FEET 0 50 100 200		
			ANGLE POINT, NOTHING SET				
			EXISTING ACCESS RESTRICTED R/W TO BE SUPERCEDED				
			PROPOSED ACCESS RESTRICTED R/W				
DRAFTED BY	DATE	DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
J. COHOON	4/26/2023	01	HUM	101	R10.94	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.

LOCATION MAP HUMBOLDT COUNTY



NOT TO SCALE



DETAIL
NOT TO SCALE

PROJECT
LOCATION

SEE DETAIL
THIS SHEET

STATE OF CALIFORNIA
CALIFORNIA STATE TRANSPORTATION AGENCY
DEPARTMENT OF TRANSPORTATION

RIGHT OF WAY
DIRECTOR'S DEED
DD 5678-01-01
LOCATION MAP

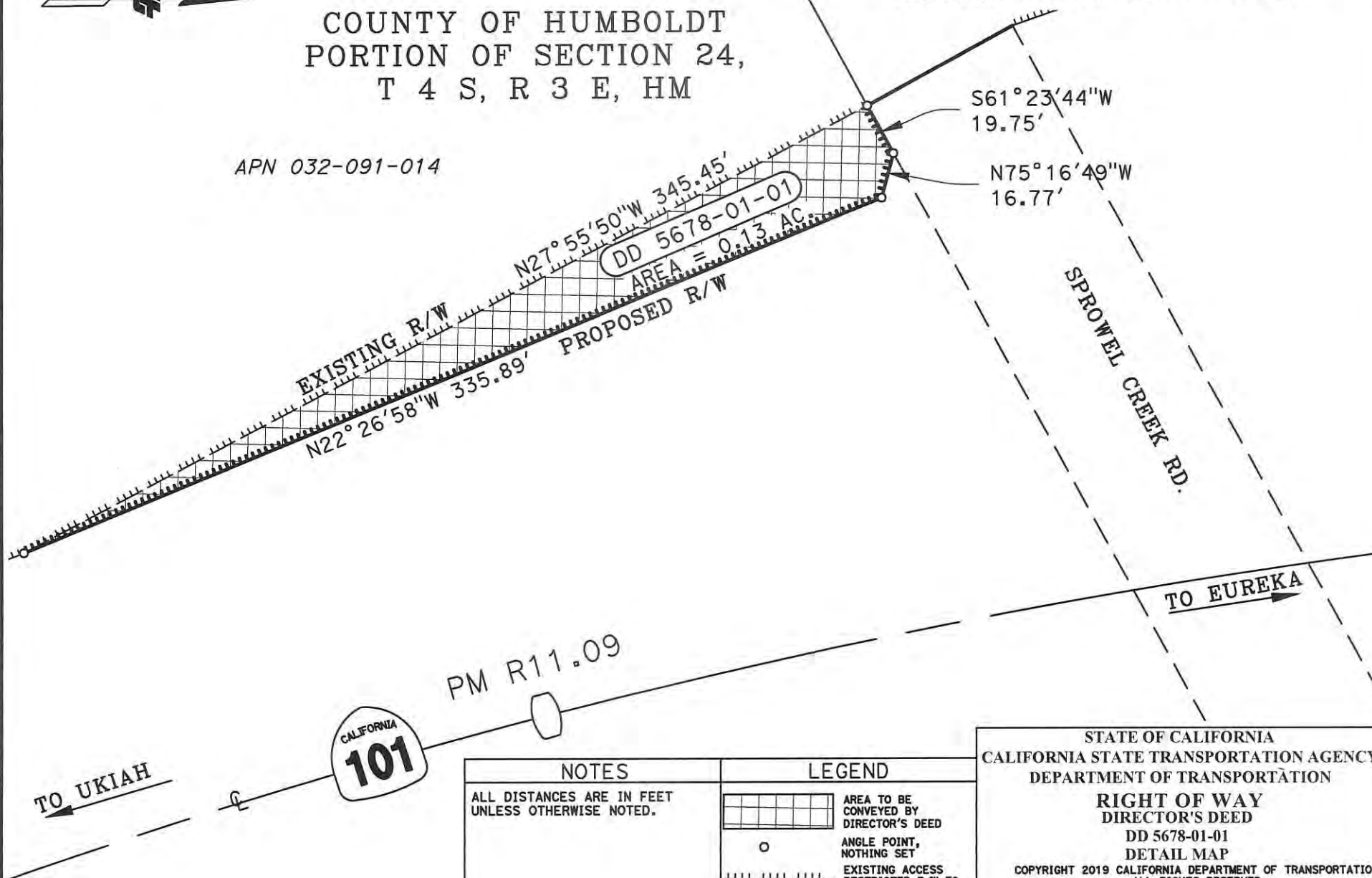
DISTRICT	COUNTY	ROUTE	PM	SHEET NO.	TOTAL SHEETS
1	HUM	101	R11.09	1	2



COUNTY OF HUMBOLDT
PORTION OF SECTION 24,
T 4 S, R 3 E, HM

APN 032-091-014

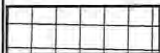
NOTE: The State of California or its officers or agents shall not be responsible for the accuracy or completeness of digital images of this map.



NOTES

ALL DISTANCES ARE IN FEET
UNLESS OTHERWISE NOTED.

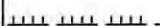
LEGEND



AREA TO BE
CONVEYED BY
DIRECTOR'S DEED



ANGLE POINT,
NOTHING SET



EXISTING ACCESS
RESTRICTED R/W TO
BE SUPERCEDED



PROPOSED ACCESS
RESTRICTED R/W

DRAFTED BY	DATE	DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
J. COHOON	4/26/2023	01	HUM	101	R11.09	2	2

STATE OF CALIFORNIA
CALIFORNIA STATE TRANSPORTATION AGENCY
DEPARTMENT OF TRANSPORTATION

RIGHT OF WAY
DIRECTOR'S DEED
DD 5678-01-01
DETAIL MAP

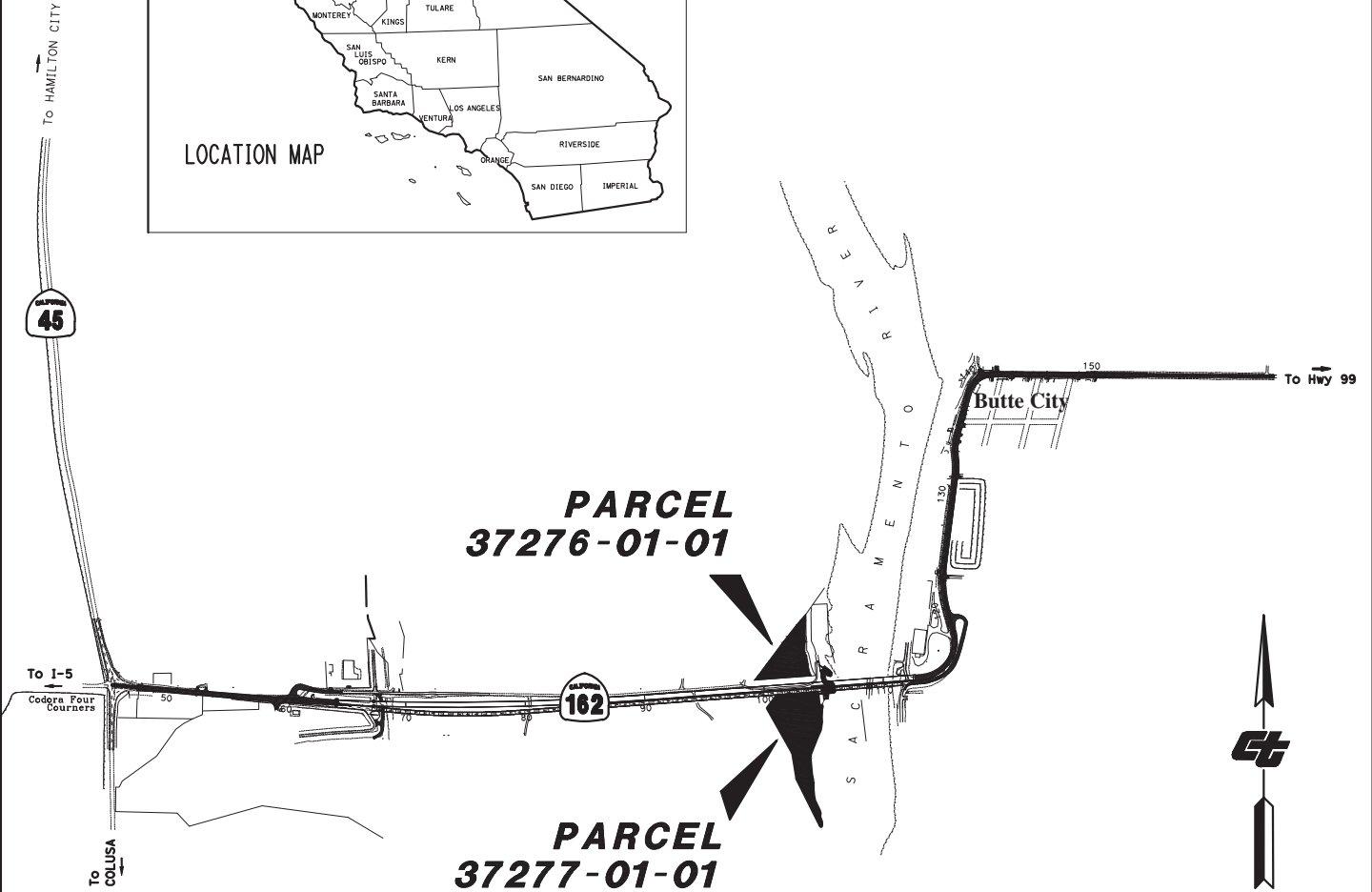
COPYRIGHT 2019 CALIFORNIA DEPARTMENT OF TRANSPORTATION
ALL RIGHTS RESERVED

SCALE: 1" = 50'

FEET 0 25 50 100

COUNTY OF GLENN

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
37276-01-01 & 37277-01-01
LOCATION MAP
NO SCALE

DRAFTED BY	DATE	DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
RFA	07/17/2024	3	GLE	162	77.4	1	2

COUNTY OF GLENN

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POR. DOC. NO.
2024-0520
013-180-049

016-060-021

CENTER LINE
22' WIDE ACCESS
EASEMENT

Existing R/W

To Hwy 45

Existing R/W

EXCESS
 ± 4.73 a.c.

37276-01-01

EXCESS
 ± 17.14 a.c.

37277-01-01

POR. DOC. NO.
2024-0520

013-180-017

013-180-047

RIVER

CALIFORNIA
162

To Butte City

013-180-048

SACRAMENTO



LEGEND

- Access Prohibited
- Access Superseded
- Existing R/W Superseded
- Access Opening (Private)
- Indicates Radial Bearing
- Indicates Found Monument as noted
- Indicates calculated point. (Does not imply monument set)
- Title to State
- Required for Others

STATE OF CALIFORNIA
CALIFORNIA STATE TRANSPORTATION AGENCY
DEPARTMENT OF TRANSPORTATION
**RIGHT OF WAY
DIRECTOR'S DEED
37276-01-01 & 37277-01-01
DETAIL MAP**

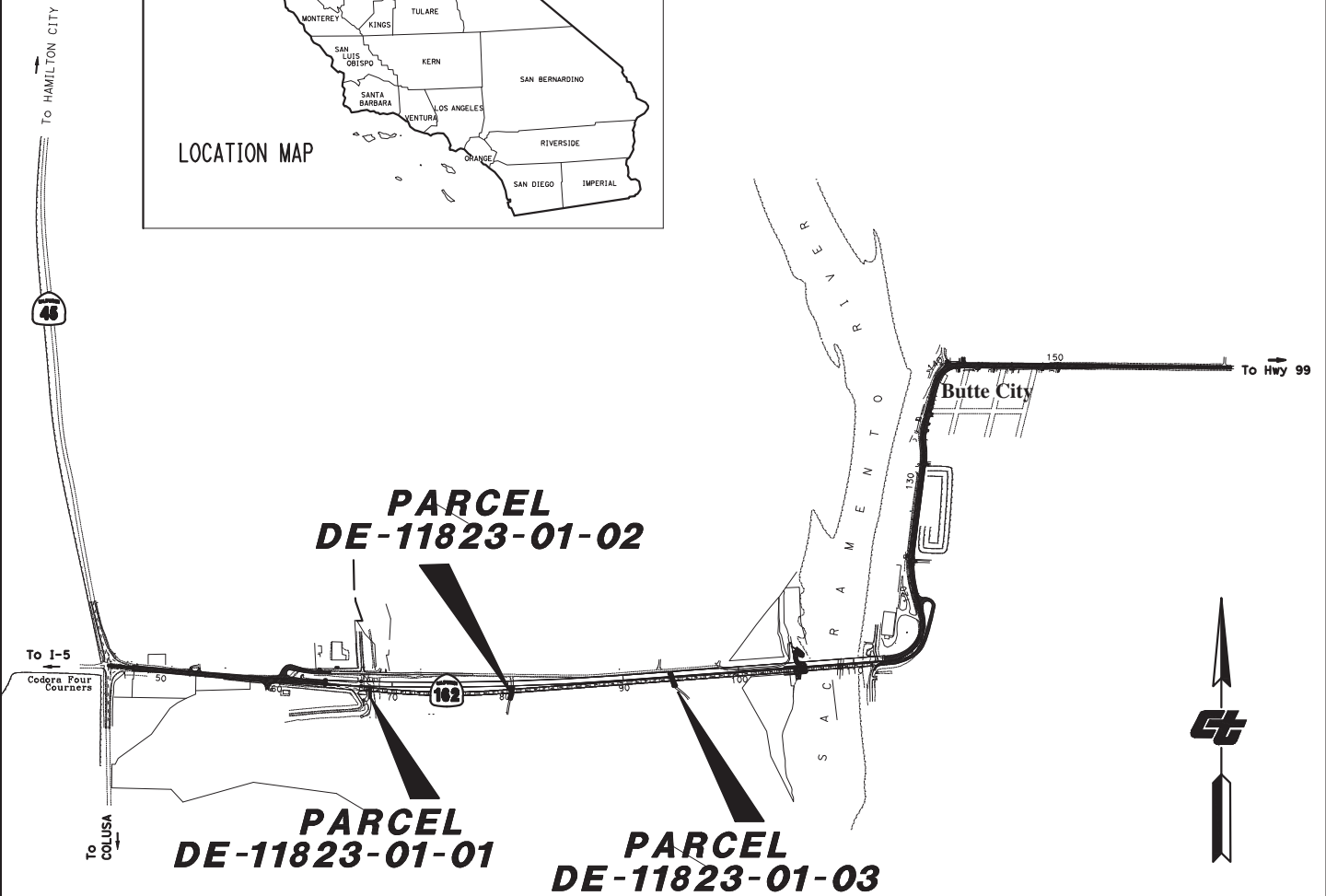
SCALE: 1" = 300'

FEET 0 150 300 600

DRAFTED BY	DATE	DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
RFA	07/17/2024	3	GLE	162	77.4	2	2

COUNTY OF GLENN

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.



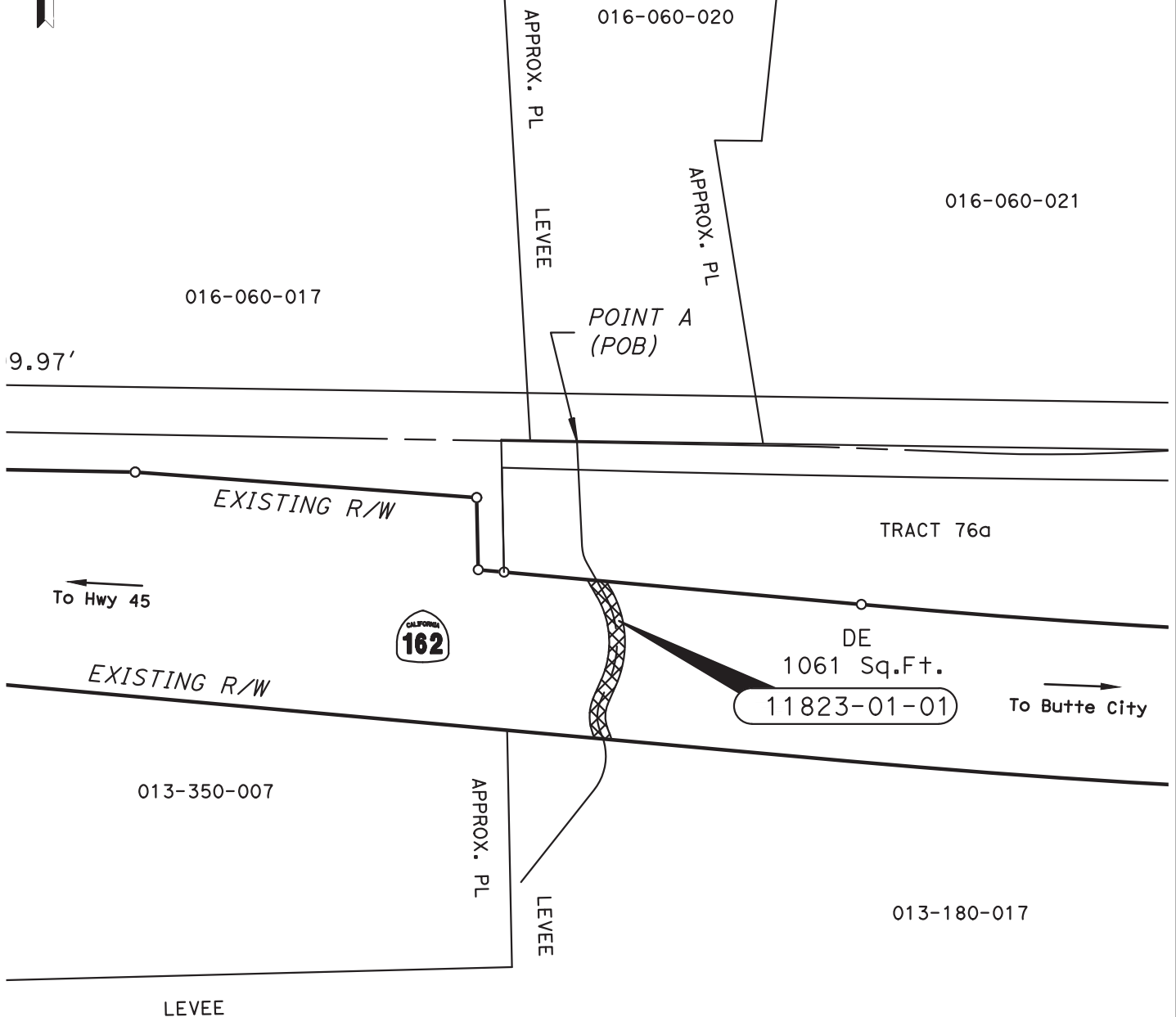
STATE OF CALIFORNIA
CALIFORNIA STATE TRANSPORTATION AGENCY
DEPARTMENT OF TRANSPORTATION
RIGHT OF WAY
DIRECTOR'S DEED
DE-11823-01-01, 02, & 03
LOCATION MAP
NO SCALE

DRAFTED BY	DATE	DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
RFA	08/23/2024	3	GLENN	162	77.0	1	4



COUNTY OF GLENN

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



LEGEND	
	Access Prohibited
	Access Superseded
	Existing R/W Superseded
	Access Opening (Private)
	Indicates Radial Bearing
	Indicates Found Monument as noted
	Indicates calculated point. (Does not imply monument set)
	Title to State
	Required for Others

STATE OF CALIFORNIA
CALIFORNIA STATE TRANSPORTATION AGENCY
DEPARTMENT OF TRANSPORTATION
**RIGHT OF WAY
DIRECTORS EASEMENT**
DE-11823-01-01
DETAIL MAP
SCALE: 1" = 100'

FEET 0 50 100 200

DRAFTED BY	DATE	DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
RDK	8-23-24	03	GLENN	162	76.8	2	4



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 GLENN

016-060-021

POINT B
(POB)

TRACT 76a

EXISTING R/W

To Hwy 45



To Butte City

EXISTING R/W

DE
1028 Sq.Ft.
11823-01-02

013-180-017

LEGEND

- Access Prohibited
- Access Superseded
- Existing R/W Superseded
- Access Opening (Private)
- Indicates Radial Bearing
- Indicates Found Monument as noted
- Indicates calculated point. (Does not imply monument set)
- Title to State
- Required for Others

STATE OF CALIFORNIA
CALIFORNIA STATE TRANSPORTATION AGENCY
DEPARTMENT OF TRANSPORTATION

**RIGHT OF WAY
DIRECTORS EASEMENT**

DE-11823-01-02

DETAIL MAP

SCALE: 1" = 100'

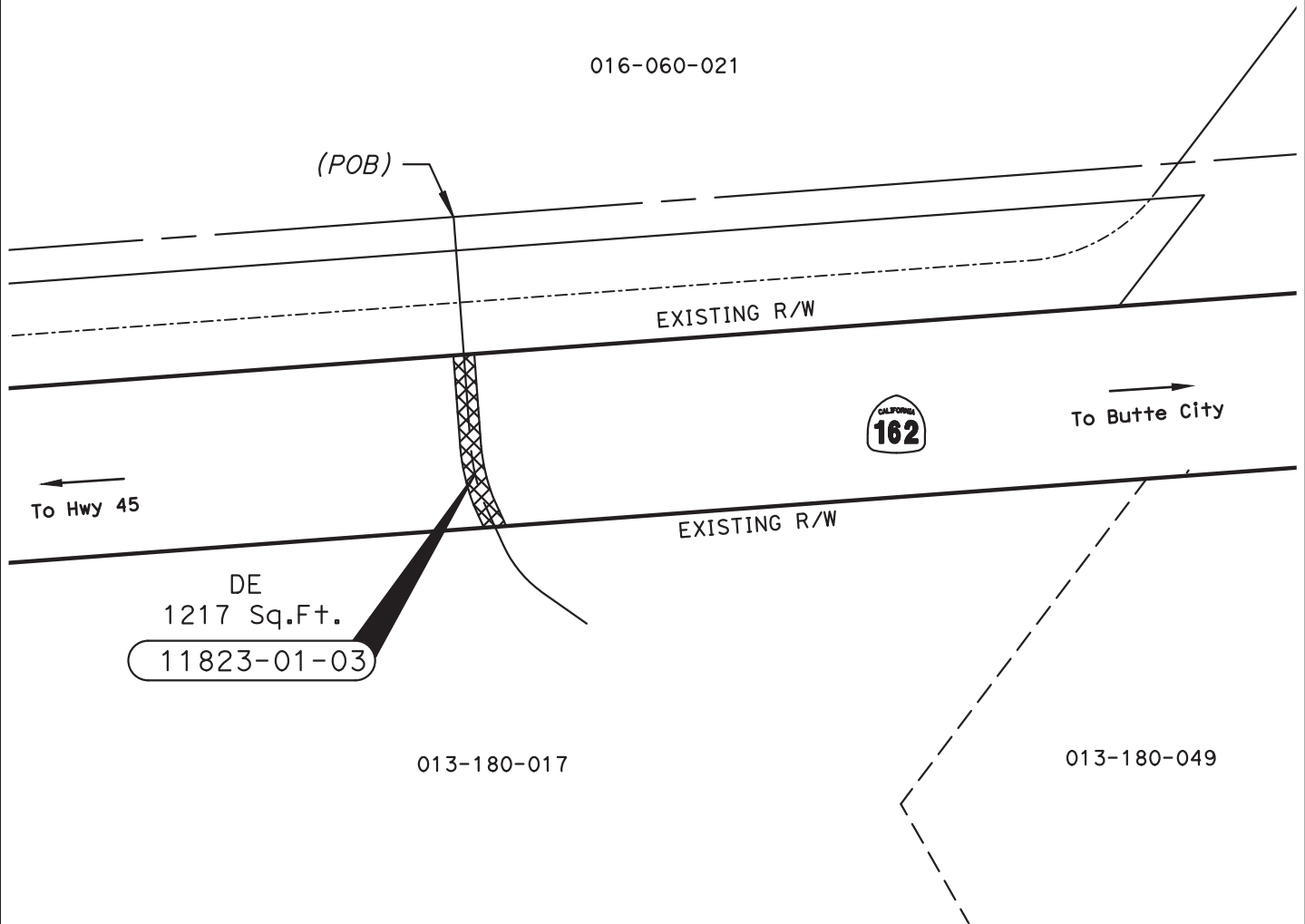
FEET 0 50 100 200

DRAFTED BY	DATE	DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
RDK	8-23-24	03	GLENN	162	77.0	3	4

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 GLENN



LEGEND	
	Access Prohibited
	Access Superseded
	Existing R/W Superseded
	Access Opening (Private)
	Indicates Radial Bearing
	Indicates Found Monument as noted
	Indicates calculated point. (Does not imply monument set)
	Title to State
	Required for Others

STATE OF CALIFORNIA
CALIFORNIA STATE TRANSPORTATION AGENCY
DEPARTMENT OF TRANSPORTATION

RIGHT OF WAY DIRECTORS EASEMENT

DE-11823-01-03

DETAIL MAP

SCALE: 1" = 100'



DRAFTED BY	DATE	DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
RDK	8-23-24	03	GLENN	162	77.0	4	4

DE 011823_DETAILS.dwg

2F P:\surv2\03\3f060\RWE\DE's

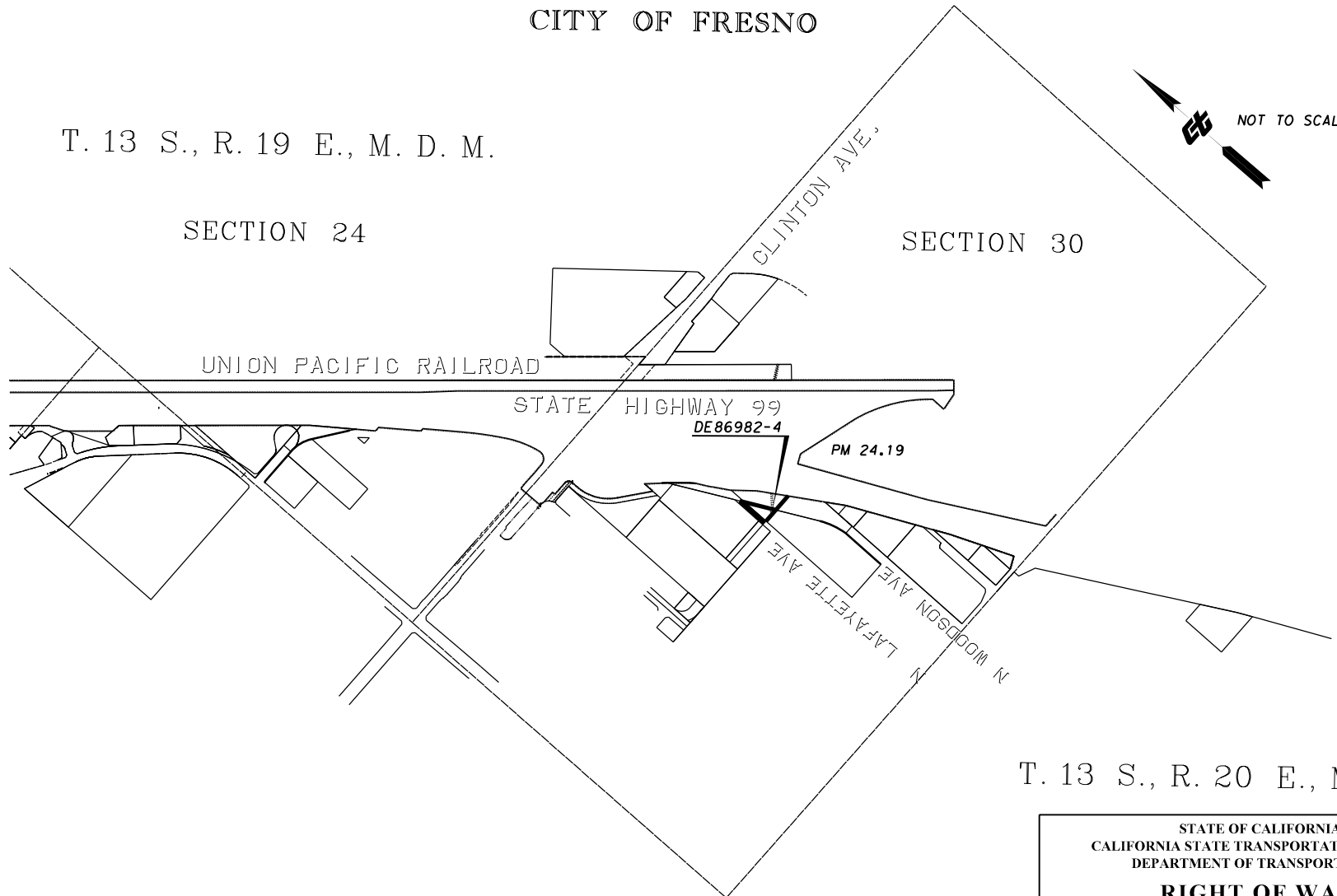
NOTE: The State of California or its officers or agents shall not be responsible for the accuracy or completeness of digital images of this map.

COUNTY OF FRESNO
CITY OF FRESNO

T. 13 S., R. 19 E., M. D. M.

SECTION 24

SECTION 30



T. 13 S., R. 20 E., M. D. M.

STATE OF CALIFORNIA
CALIFORNIA STATE TRANSPORTATION AGENCY
DEPARTMENT OF TRANSPORTATION

**RIGHT OF WAY
DIRECTOR'S EASEMENT
AERA MAP
DE86982-4**

DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
06	FRE	99	24.19	1	2

CITY OF FRESNO

T. 13 S., R. 20 E., M. D. M.

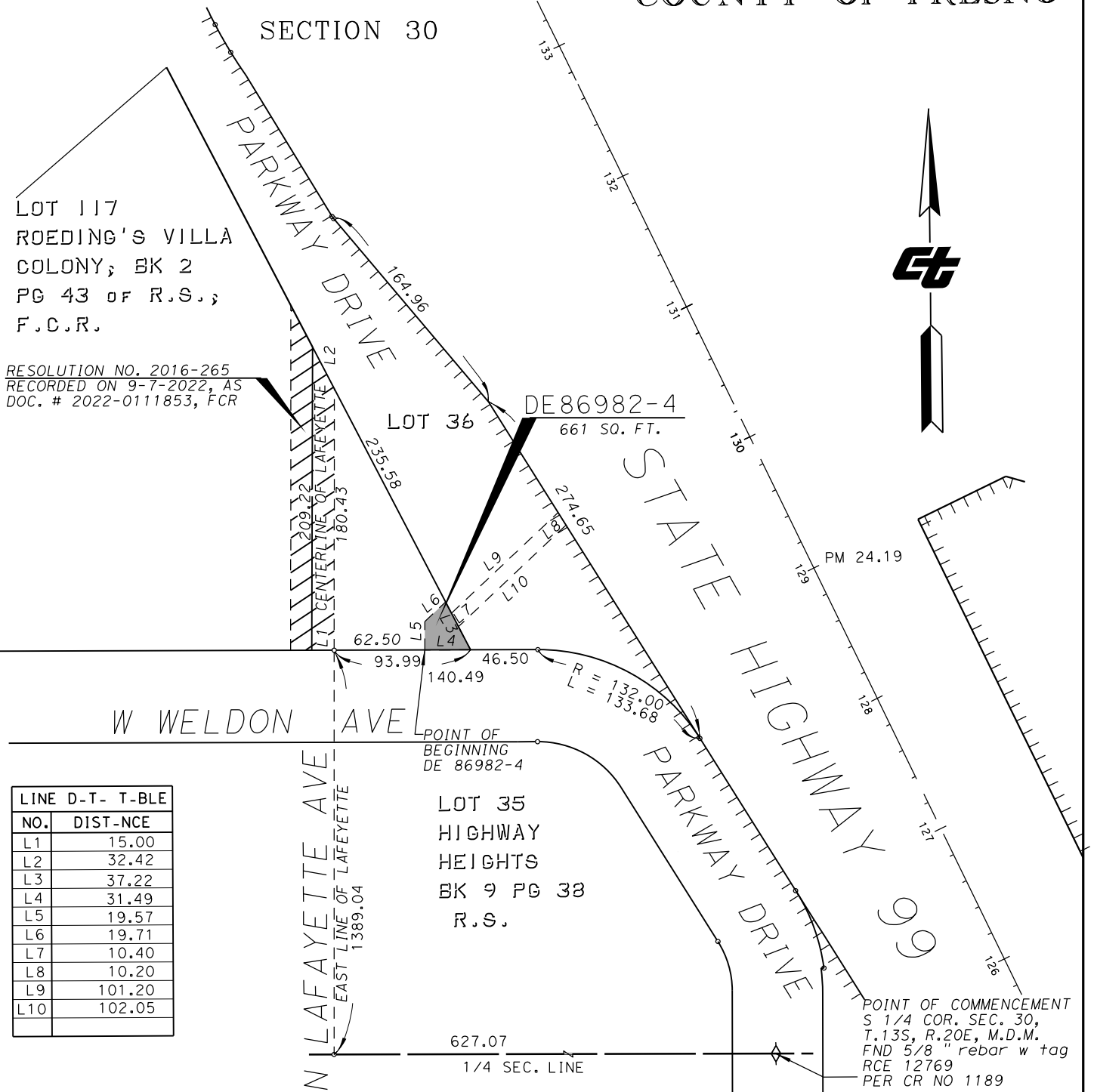
SECTION 30

COUNTY OF FRESNO

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.

LOT 117
ROEDING'S VILLA
COLONY; BK 2
PG 43 OF R.S.;
F.C.R.

RESOLUTION NO. 2016-265
RECORDED ON 9-7-2022, AS
DOC. # 2022-0111853, FCR



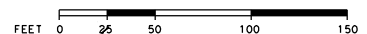
LINE D-T- T-BLE	
NO.	DIST-NCE
L1	15.00
L2	32.42
L3	37.22
L4	31.49
L5	19.57
L6	19.71
L7	10.40
L8	10.20
L9	101.20
L10	102.05

NOTES
All distances are in feet unless otherwise noted.
Coordinates and bearings are on CCS 1983(2007) Zone 4. Distances and stationing are grid distances. Divide by 0.99993543 to obtain ground distances.

LEGEND	
	Access Prohibited
	Proposed Easement
	DE 86982-4 PG&E EASEMENT PARCEL CONTAINING 661 SQ. FT.
	RESOLUTION NO. 2016-265 DOC. # 2022-0111853, FCR

STATE OF CALIFORNIA
CALIFORNIA STATE TRANSPORTATION AGENCY
DEPARTMENT OF TRANSPORTATION

**RIGHT OF WAY
DIRECTOR'S EASEMENT
DE 86982-4**



DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
06	FRE	99	24.19	2	2

MEMORANDUM

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 5-6, 2024

From: STEVEN KECK, Chief Financial Officer

Reference Number: 2.5b.(4), Action Item

Prepared By: James R. Anderson, Chief
Division of Financial Programming

Subject: **ALLOCATION AMENDMENT FOR A STATE HIGHWAY OPERATION AND PROTECTION PROGRAM PROJECT**
RESOLUTION FP-24-40, AMENDING RESOLUTION FP-24-27

ISSUE:

Should the California Transportation Commission (Commission) approve an allocation amendment for the State Highway Operation and Protection Program (SHOPP) Bridge Rail Replacement and Upgrade project (PPNO 2029C), in Sonoma County, to revise the Actual Performance Measure?

RECOMMENDATION:

The Department of Transportation (Department) recommends that the Commission approve an allocation amendment for the SHOPP Bridge Rail Replacement and Upgrade project (PPNO 2029C), in Sonoma County, to revise the Actual Performance Measure.

BACKGROUND:

In October 2024, the Commission approved \$11,254,000 for the SHOPP Bridge Rail Replacement and Upgrade project (PPNO 2029C), under Resolution FP-24-27. At the time of allocation, the Actual Performance Measure was listed incorrectly. The Department is requesting this allocation amendment to correct the Actual Performance Measure from 3,332.0 to 2,345.0 Linear feet rail.

The proposed change is reflected in strikethrough and bold in the attached revised vote box. There is no change to the allocation amount.

“Provide a safe and reliable transportation network that serves all people and respects the environment.”

FINANCIAL RESOLUTION:

Be it resolved, that the SHOPP Bridge Rail Replacement and Upgrade project (PPNO 2029C), is hereby amended to revise the Actual Performance Measure, in accordance with the attached revised vote box.

Attachment

*“Provide a safe and reliable transportation network that
serves all people and respects the environment.”*

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.(4) Allocation Amendment - SHOPP Project				Resolution FP-24-40
				Amending Resolution FP-24-27
1 \$11,254,000 Sonoma 04-Son-101 22.8/32.8	In and near Santa Rosa, at Mendocino Avenue Overcrossing No. 20-0179 (PM 22.81), Fulton Road Overcrossing No. 20-0200 (PM 25.90), Shiloh Road Overcrossing No. 20-0202 (PM 27.62), and Limerick Lane Overcrossing No. 20-0066 (PM 32.79). <u>Outcome/Outputs:</u> Upgrade bridge rails and install new bridge railing fences to meet current design standards.	04-2029C SHOPP/23-24 CON ENG \$1,484,000 CONST \$8,056,000 0418000319 3,4 1Q700	505-3290 RMRA 20.10.201.112 2023-24 302-3290 RMRA 20.20.201.112	\$1,754,000 \$9,500,000
Preliminary <u>Engineering</u> <u>Budget</u> <u>Expended</u> PA&ED \$1,528,000 \$1,525,198 PS&E \$1,842,000 \$1,786,877 R/W Sup \$80,000 \$32,362				
<u>Performance Measure:</u> Planned: 1,065.0, Actual: 3,332.0 2,345.0 Linear feet rail CEQA - CE, 11/15/2022; Re-validation 6/21/2024 NEPA - CE, 11/15/2022; Re-validation 6/21/2024 Four month allocation time extension for CONST and CON ENG approved under Waiver 24-125; August 2024.				
<u>Amend Resolution FP-24-27 to revise the Actual Performance Measure. There is no change to the allocation amount.</u>				

Performance Measure: Linear feet rail

	<u>Unit</u>	<u>Good</u>	<u>Fair</u>	<u>Poor</u>	<u>Quantity</u>
Existing Condition	Linear feet rail	2,228.0	0.0	1,104.0	3,332.0
Post Condition	Linear feet rail	2,345.0	0.0	0.0	2,345.0

MEMORANDUM

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 5-6, 2024

From: STEVEN KECK, Chief Financial Officer

Reference Number: 2.5e.(11), Action Item

Prepared By: James R. Anderson, Chief
Division of Financial Programming

Subject: **ALLOCATION AMENDMENT FOR A STATE HIGHWAY OPERATION AND PROTECTION PROGRAM PROJECT**
RESOLUTION FA-24-42, AMENDING RESOLUTION FA-24-23

ISSUE:

Should the California Transportation Commission (Commission) approve an allocation amendment for the State Highway Operation and Protection Program (SHOPP) Pavement Preservation project (PPNO 5184) on State Route (SR) 2, in Los Angeles County, to correct the Fiscal Year 2017-18 Road Maintenance and Rehabilitation Account (RMRA) revised amount and the total revised amount?

RECOMMENDATION:

The Department of Transportation (Department) recommends that the Commission approve an allocation amendment for the SHOPP Pavement Preservation project (PPNO 5184) on SR 2, in Los Angeles County, to correct the 2017-18 RMRA revised amount and the total revised amount.

BACKGROUND:

In October 2024, the Commission approved supplemental funds in the amount of \$5,770,000 for the SHOPP Pavement Preservation project (PPNO 5184), under Resolution FA-24-23. At the time of approval, the previous RMRA allocation of \$5,459,000 was inadvertently omitted from the vote box, therefore the 2017-18 RMRA revised amount and the total revised amount were not reflected correctly. The Department is requesting this allocation amendment to correct the revised amounts.

The proposed changes are reflected in strikethrough and bold in the attached revised vote box. There is no change to the allocation amount.

"Provide a safe and reliable transportation network that serves all people and respects the environment."

FINANCIAL RESOLUTION:

Be it resolved, that the SHOPP Pavement Preservation project (PPNO 5184), is hereby amended to correct the 2017-18 RMRA revised amount and the total revised amount, in accordance with the attached revised vote box.

Attachment

2.5 Highway Financial Matters

Project #	Project Title	PPNO			
Allocation Amount	Location	Program			
Recipient		Funding Year			
<u>RTPA/CTC</u>		Item #			
County	Project Description	Fund Type	State	State	State
Dist-Co-Rte	Project Support Expenditures	Program Codes	Federal	Federal	Federal
Postmile		Project ID	Current Amount	Additional	Revised
		Adv Phase	by Fund Type	Amount by	Amount by
		EA		Fund Type	Fund Type

2.5e.(11) Allocation Amendment - SHOPP Project Resolution FA-24-42
Amending Resolution FA-24-23

1	In and near the city of Los Angeles, from Centinela Avenue to Cotner Avenue, North La Brea Avenue to North Oxford Avenue and Route 101 to Glendale Boulevard Undercrossing.	07-5184 SHOPP/2017-18 CONST			
\$5,770,000		802-3290 RMRA 20.20.201.121	\$5,459,000	\$662,000	\$662,000 \$6,121,000
Department of Transportation <u>LACMTA</u> Los Angeles 07-LA-2 2.321/14.200	<u>Outcome/Outputs:</u> Rehabilitate pavement, construct bus pads, make bicycle and intersection improvements, modify traffic signals, upgrade curb and gutters and lighting, and upgrade facilities to Americans with Disabilities Act (ADA) standards.	SHOPP/2022-23 CONST 302-0890 FTF 20.20.201.121	\$42,132,000		\$42,132,000
	Total revised amount \$47,902,000 \$53,361,000.	SHOPP/2023-24 CONST 302-0890 FTF 20.20.201.121 0716000313 4 33360		\$5,108,000	\$5,108,000
	Supplemental funds are needed to award.				
	CEQA - CE, 10/31/2016; Re-validation 6/17/2022 NEPA - CE, 10/31/2016; Re-validation 6/17/2022				
	<u>Amend Resolution FA-24-23 to correct the Fiscal Year 2017-18 RMRA revised amount and the total revised amount. There is no change to the allocation amount.</u>				

MEMORANDUM

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 5-6, 2024

From: STEVEN KECK, Chief Financial Officer

Reference Number: 2.5g.(8a), Action Item

Prepared By: Dee Lam, Chief
Division of Local Assistance

Subject: **ALLOCATION AMENDMENT FOR A LOCALLY-ADMINISTERED
PROPOSITION 1B INTERCITY RAIL IMPROVEMENT PROGRAM PROJECT
RESOLUTION ICR1B-AA-2425-01,
AMENDING RESOLUTION ICR1B-A-2223-02**

ISSUE:

Should the California Transportation Commission (Commission) approve an allocation amendment for the locally-administered Proposition 1B (Prop 1B) Intercity Rail Improvement (IRI) Program Camarillo Station Improvements project (PPNO CP042A), in Ventura County, to deallocate \$1,622,000 from the Project Approval and Environmental Document (PA&ED) phase to reflect project savings?

RECOMMENDATION:

The California Department of Transportation recommends that the Commission approve an allocation amendment for the locally-administered Prop 1B IRI Program Camarillo Station Improvements project (PPNO CP042A), in Ventura County, to deallocate \$1,622,000 from the PA&ED phase to reflect project savings.

BACKGROUND:

In May 2023, the Commission approved \$1,900,000 for the PA&ED phase of the Prop 1B IRI Program Camarillo Station Improvements project (PPNO CP042A), under Resolution ICR1B-A-2223-02. The Los Angeles-San Diego-San Luis Obispo Rail Corridor Agency (LOSSAN) PA&ED review resulted in a determination that a California Environmental Quality Act (CEQA) Statutory Exemption (SE) was the applicable certification for the project. A Notice of Exemption was issued on January 3, 2024.

The CEQA SE determination resulted in PA&ED savings of \$1,622,000. The proposed changes are reflected in strikethrough and bold in the attached revised vote box.

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serves all people and respects the environment.”*

There is a concurrent programming amendment and an allocation for the Plans, Specifications, and Estimate phase on this month's Commission agenda.

FINANCIAL RESOLUTION:

Be it resolved, that the Prop 1B IRI Program Camarillo Station Improvements project (PPNO CP042A), is hereby amended to deallocate \$1,622,000 from the PA&ED phase to reflect component savings, in accordance with the attached revised vote box.

Attachment

*"Provide a safe and reliable transportation network that
serves all people and respects the environment."*

2.5 Highway Financial Matters

Project #	Project Title	PPNO Program/Year Phase	Budget Year	Amount by
Allocation Amount	Location	Prgm'd Amount	Item #	Fund Type
Recipient	Project Description	Project ID	Fund Type	Amount by
RTPA/CTC		Advantage Phase	Program Code	Fund Type
District-County		EA		
2.5g.(8a) Allocation Amendment - Proposition 1B - ICR Rail Project			Resolution ICR1B-AA-2425-01	
			Amending Resolution ICR1B-A-2223-02	
1	Camarillo Station Improvements. Environmental clearance for the construction of a pedestrian underpass and ADA improvements at the Camarillo Station in Ventura County.	07-CP042A	2023-24	
\$1,900,000		ICR/22-23	304-6059 ICR	\$1,900,000
\$278,000		PA&ED	30.20.090.000	\$278,000
Los Angeles-San	<u>Outcome/Outputs:</u>	\$1,900,000		
Diego-San Luis	Pedestrian and ADA improvements, resulting in reduced travel time, increased ridership and service reliability, and improved safety.	\$278,000		
Obispo Rail Corridor		0023000198		
Agency		S0		
<u>VCTC</u>		R529GA		
07-Ventura	Related Allocation Amendment approved under Resolution ICR1B-AA-2223-02; May 2023.			
	Related Proposition 1B Intercity Rail programming amendment approved under Resolution ICR1B-P-2223-02; May 2023.			
	As a condition of this request, Proposition 1B - ICR Program funding will be invoiced on a non-proportional basis, with Proposition 1B - ICR Program funding being expended first for this project.			
	ALLOCATION CONTINGENT UPON THE PASSAGE OF THE 2023 BUDGET ACT.			
	Concurrent IRI Programming Amendment under Resolution ICR1B-P-2425-01; December 2024.			
	Concurrent allocation under Resolution ICR1B-A-2425-01; December 2024.			
	<u>Amend Resolution ICR1B-A-2223-02 to deallocate \$1,622,000 from the PA&ED phase to reflect component savings.</u>			

MEMORANDUM

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 5-6, 2024

From: STEVEN KECK, Chief Financial Officer

Reference Number: 2.5c.(2), Action Item

Prepared By: James R. Anderson, Chief
Division of Financial Programming

Subject: **ALLOCATION AMENDMENT FOR A STATE-ADMINISTERED
STATE TRANSPORTATION IMPROVEMENT PROGRAM PROJECT, ON THE
STATE HIGHWAY SYSTEM
RESOLUTION FP-24-41, AMENDING RESOLUTION FP-24-29**

ISSUE:

Should the California Transportation Commission (Commission) approve an allocation amendment for the State-Administered State Transportation Improvement Program (STIP) South Coast 101 HOV-Padaro (Segment 4B) Highway Planting project (PPNO 7102Y), on the State Highway System, in Santa Barbara County, to include the final project development expenditures and the original request to extend the completion of construction an additional 16 months beyond the 36-month Timely Use of Funds (TUF) deadline?

RECOMMENDATION:

The California Department of Transportation (Department) recommends that the Commission approve an allocation amendment for the State-Administered STIP South Coast 101 HOV-Padaro (Segment 4B) Highway Planting project (PPNO 7102Y), on the State Highway System, in Santa Barbara County, to include the final project development expenditures and the original request to extend the completion of construction an additional 16 months beyond the 36-month TUF deadline.

BACKGROUND:

In October 2024, the Commission approved \$600,000 for the Construction Support phase of the State-Administered STIP South Coast 101 HOV-Padaro (Segment 4B) Highway Planting project (PPNO 7102Y), under Resolution FP-24-29. Although the original request included language to extend the period of project completion an additional 16 months beyond the 36-month TUF deadline, it was inadvertently omitted at the time of allocation. Therefore, the Department requests that the Commission approve this allocation amendment, to include the

*“Provide a safe and reliable transportation network that
serves all people and respects the environment.”*

original request to extend the period of project completion from 36 months to 52 months, and to include the final project development expenditures.

The proposed changes are reflected in bold in the attached revised vote box. There is no change to the allocation amount.

FINANCIAL RESOLUTION:

Be it Resolved, that the State-Administered STIP South Coast 101 HOV-Padaro (Segment 4B) Highway Planting project (PPNO 7102Y), is hereby amended to include the final project development expenditures and include the original request to extend completion of construction an additional 16 months beyond the 36-month TUF deadline, in accordance with the attached revised vote box.

Attachment

Project #	PPNO			
Allocation Amount	Program/Year			
Recipient	Phase			
RTPA/CTC	Prgm'd Amount	Budget Year		
County	Project ID	Item #		
Dist-Co-Rte	Location	Fund Type		Amount by
Postmile	Project Description	EA	Program Code	Fund Type

1	South Coast 101 HOV-Padaro (Segment 4B) Highway Planting	05-7102Y											
\$600,000	In Santa Barbara County, near Carpinteria and Summerland from 0.9 miles south of S. Padaro Lane Undercrossing to 0.6 miles north of Padaro Lane Overcrossing. Highway planting for 05-0N702.	RIP/22-23	001-0042 SHA	\$600,000									
Department of Transportation		CON ENG	20.10.075.600										
<u>SBCAG</u>		\$600,000											
Santa Barbara		0520000062											
05-SB-101		3											
4.4/R7.7		0N7B1											
	<table><tr><th>Outputs</th><th>Unit</th><th>Total</th></tr><tr><td>Planting</td><td>Acre(s)</td><td>9.4</td></tr><tr><td>Irrigation pipe installation</td><td>LF</td><td>70,425</td></tr></table>	Outputs	Unit	Total	Planting	Acre(s)	9.4	Irrigation pipe installation	LF	70,425			
Outputs	Unit	Total											
Planting	Acre(s)	9.4											
Irrigation pipe installation	LF	70,425											
	CEQA - EIR, 08/26/2014; Re-validation 05/23/2024												
	NEPA - FONSI, 08/26/2014; Re-validation 05/23/2024												
	Future consideration of funding approved under Resolution E-20-101; October 2020.												
	Right of Way Certification: 04/22/2024												
	Contribution from other sources: \$2,250,000.												
	EA 0N7B1/PPNO 05-7102Y combined with SHOPP EA 1C8B1/PPNO 05-2427Y for construction under EA 0N72Y/ Project ID 0523000054.												
	Time Extension for FY 22-23 CON ENG expires December 31, 2024.												
	Related SHOPP allocation approved under Resolution FP-24-27; October 2024.												
	Final Project Development:(RIP)												
	Support Estimate: \$390,000												
	Programmed Amount: \$400,000												
	Adjustment: (<20%) \$0												
	As part of this allocation request, the Department is requesting to extend the completion of CON ENG an additional 16 months beyond the 36 month deadline.												
	<u>Amend Resolution FP-24-29 to add the Final Project Development expenditure estimate and language to extend the period to complete CON ENG beyond the TUF deadline as originally requested. There is no change to the allocation amount.</u>												

MEMORANDUM

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 5-6, 2024

From: STEVEN KECK, Chief Financial Officer

Reference Number: 2.5s.(5), Action Item

Prepared By: Dee Lam, Chief
Division of Local Assistance

Subject: **ALLOCATION AMENDMENT FOR A LOCALLY-ADMINISTERED SENATE BILL 1
LOCAL PARTNERSHIP PROGRAM (FORMULAIC) PROJECT, OFF THE STATE
HIGHWAY SYSTEM
RESOLUTION LPP-A-2425-10, AMENDING RESOLUTION LPP-A-2425-01**

ISSUE:

Should the California Transportation Commission (Commission) approve an allocation amendment for the locally-administered Senate Bill 1 (SB 1) Local Partnership Program (LPP) (Formulaic) National Trails Highway Bridge Replacements, Amboy to Kelbaker project, off the State Highway System, in San Bernardino County, to correct the Project Programming Number (PPNO) from 1304 to 1342?

RECOMMENDATION:

The California Department of Transportation (Department) recommends that the Commission approve an allocation amendment for the locally-administered SB 1 LPP (Formulaic) National Trails Highway Bridge Replacements, Amboy to Kelbaker project, off the State Highway System, in San Bernardino County, to correct the PPNO from 1304 to 1342.

BACKGROUND:

In August 2024, the Commission approved \$263,000 for the Project Approval and Environmental Document phase of the locally-administered LPP (Formulaic) National Trails Highway Bridge Replacements, Amboy to Kelbaker project, under Resolution LPP-A-2425-01. At the time of approval, the PPNO was incorrectly noted as 1304 instead of 1342. Therefore, the Department requests that the Commission approve this amendment to correct the PPNO.

The proposed change is reflected in the strikethrough and bold in the attached revised vote box. There is no change to the allocation amount.

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serves all people and respects the environment.”*

FINANCIAL RESOLUTION:

Be it resolved, that the locally-administered SB 1 LPP (Formulaic) National Trails Highway Bridge Replacements, Amboy to Kelbaker project, is hereby amended to correct the PPNO, in accordance with the attached revised vote box.

Attachment

2.5 Highway Financial Matters

Project #		PPNO		
Allocation Amount		Program/Year	Budget Year	
Recipient	Project Title	Phase	Item #	
RTPA/CTC	Location	Prgm'd Amount	Fund Type	Amount by
District-County	Project Description	Project ID	Program Code	Fund Type

2.5s.(5)

Locally-Administered Senate Bill 1 TCEP Project Off the State Highway System

Resolution LPP-A-2425-10
Amending Resolution LPP-A-2425-01

1	National Trails Highway Bridge Replacements, Amboy to Kelbaker In San Bernardino County, replace 3 bridges on National Trails Highway between 0.96 miles east of Amboy Road and 0.55 miles east of Kelbaker Road.		08-1304 08-1342 LPP-F/24-25 PA&ED \$263,000 0824000257	2017-18 601-3290 RMRA 20.30.210.200	\$263,000
\$263,000					
San Bernardino County					
<u>SBCTA</u>	<u>Outputs</u>	<u>Unit</u>	<u>Total</u>		
08-San Bernardino	Local reconstructed bridge/tunnels	SQ FT	1,350		
Contribution from other sources: \$263,000.					
Related LPP (Formulaic) Programming Amendment approved under Resolution LPP-P-2425-02; August 2024.					
<u>Amend Resolution LPP-A-2425-01 to revise the PPNO.</u>					
<u>There is no change to the allocation amount.</u>					

MEMORANDUM

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 5-6, 2024

From: STEVEN KECK, Chief Financial Officer

Reference Number: 2.6s.(3), Action Item

Prepared By: Dee Lam, Chief
Division of Local Assistance

Subject: **ALLOCATION AMENDMENT FOR A LOCALLY-ADMINISTERED SENATE BILL 1
LOCAL PARTNERSHIP PROGRAM (FORMULAIC) TRANSIT PROJECT
RESOLUTION LPP-A-2425-11, AMENDING RESOLUTION LPP-A-1819-19**

ISSUE:

Should the California Transportation Commission approve an allocation amendment for the locally-administered Senate Bill 1 (SB 1) Local Partnership Program (LPP) (Formulaic) Transit Access Pass (TAP) Bus Farebox and Rail Station Validator Upgrades project (PPNO 5510), in Los Angeles County, to revise the Outputs/Outcomes?

RECOMMENDATION:

The California Department of Transportation (Department) recommends that the Commission approve an allocation amendment for the locally-administered SB 1 LPP (Formulaic) Transit Access Pass (TAP) Bus Farebox and Rail Station Validator Upgrades project (PPNO 5510), in Los Angeles County, to revise the Outputs/Outcomes.

BACKGROUND:

In October 2018, the Commission allocated \$14,299,000 for the Construction phase of the SB 1 LPP (Formulaic) Transit Access Pass (TAP) Bus Farebox and Rail Station Validator Upgrades project (PPNO 5510), under Resolution LPP-A-1819-07. In January 2019, the Commission approved an allocation amendment to revise the project description under Resolution LPP-A-1819-19, to match what was approved when the project was awarded.

The project has been completed, however, during recent project close-out review, the Department realized there was an error in the Outputs/Outcomes of the previous approved vote box. This request is to revise and accurately reflect the ITS elements, station improvements, and garage improvements under Outputs/Outcomes consistent with the project award. The proposed changes are reflected in strikethrough and bold in the attached revised vote box. There is no change to the allocation amount.

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serves all people and respects the environment."*

FINANCIAL RESOLUTION:

Be it Resolved, that the locally-administered SB 1 LPP (Formulaic) Transit Access Pass (TAP) Bus Farebox and Rail Station Validator Upgrades project (PPNO 5510), is hereby amended to revise the vote Outputs/Outcomes, in accordance with the attached revised vote box.

Attachment

*“Provide a safe and reliable transportation network that
serves all people and respects the environment.”*

2.6 Mass Transportation Financial Matters

Project #	Project Title	PPNO	Budget Year	
Allocation Amount	Location	Program/Year	Item #	
Recipient	Project Description	Phase	Fund Type	Amount by
RTPA/CTC		Prgm'd Amount	Program Code	Fund Type
District-County		Project ID		
		Advantage Phase		

2.6s.(3) Allocation Amendment - Senate Bill 1 LPP (Formulaic) Transit Project **Resolution LPP-A-2425-11**
Amending Resolution LPP-A-1819-19

1	Transit Access Pass (TAP) Bus Farebox and Rail Station	07-5510	2017-18	
\$14,299,000	Validator Upgrades. Upgrade of bus farebox and rail station validators across LA Metro.	LPP-F/18-19	601-3290 RMRA	\$14,299,000
		CONST	30.10.724.100	
		\$14,299,000		
Los Angeles County	<u>Outputs/Outcomes</u>	0719000048		
Metropolitan	<u>Unit</u>	S		
Transportation	ITS Elements			
Authority	Station Improvements			
<u>LACMTA</u>	Garage Computers			
07-Los Angeles				
	(CEQA - CE, 12/02/2016.)			
	(Contribution from other sources: \$14,299,000.)			
	An allocation amendment to revise the project description to be in compliance with LPP Program Amendment approved in October 2018 under Resolution G-18-44 was approved under Resolution LPP-A-1819-19; January 2019.			
	<u>Amend Resolution LPP-A-1819-19 to revise the Outputs/Outcomes. There is no change to the allocation amount.</u>			

MEMORANDUM

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 5-6, 2024

From: STEVEN KECK, Chief Financial Officer

Reference Number: 2.5s.(6), Action Item

Prepared By: James R. Anderson, Chief
Division of Financial Programming

Subject: **ALLOCATION AMENDMENT FOR A LOCALLY-ADMINISTERED
SENATE BILL 1 TRADE CORRIDOR ENHANCEMENT PROGRAM
PROJECT, ON THE STATE HIGHWAY SYSTEM
RESOLUTION TCEP-A-2425-10, AMENDING RESOLUTION TCEP-A-1819-10**

ISSUE:

Should the California Transportation Commission (Commission) approve an allocation amendment for the locally-administered Senate Bill 1 (SB 1) Trade Corridor Enhancement Program (TCEP) Route 57/60 Confluence: Chokepoint Relief Program project (PPNO 5394), on the State Highway System, in Los Angeles County, to revise the Budget Authority Year and the Outputs?

RECOMMENDATION:

The California Department of Transportation (Department) recommends that the Commission approve an allocation amendment for the locally-administered SB 1 TCEP Route 57/60 Confluence: Chokepoint Relief Program project (PPNO 5394), on the State Highway System, in Los Angeles County, to revise the Budget Authority Year and the Outputs.

BACKGROUND:

In May 2019, the Commission approved \$5,000,000 for the Right of Way (RW) phase of the locally-administered SB1 TCEP Route 57/60 Confluence: Chokepoint Relief Program project (PPNO 5394), under Resolution TCEP-A-1819-10. In May 2021, the project received a 20-month expenditure time extension for the RW phase, making the new deadline February 28, 2023, for the work to be completed and reimbursable. The work was completed in February 2022 within the reimbursable period. However, the local agency had not submitted the invoices until August 2024. Only then was it discovered that the funds had not been encumbered and have lapsed.

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Therefore, the Department is requesting that the Commission approve this allocation amendment to revise the Budget Authority Year so that the submitted invoices for work performed during the reimbursable period can be paid. Also, the outputs were revised due to quantifying improvements at the time of Construction allocation and need to be revised on this vote box to match.

The proposed changes are reflected in strikethrough and bold in the attached revised vote box. There is no change to the allocation amount.

FINANCIAL RESOLUTION:

Be it Resolved, that the locally-administered SB 1 TCEP Route 57/60 Confluence: Chokepoint Relief Program project (PPNO 5394), is hereby amended to revise the Budget Authority Year and Outputs, in accordance with the attached revised vote box.

Attachment

Project #		PPNO		
Location Amount		Program/Year		
Recipient		Phase		
RTPA/CTC		Prgm'd Amount	Budget Year	
County	Project Title	Project ID	Item #	
Dist-Co-Rte	Location	Advantage Phase	Fund Type	Amount by
Postmile	Project Description	EA	Program Code	Fund Type

1	Route 57/60 Confluence: Chokepoint Relief Program	In Los Angeles County, in Diamond Bar and the City of Industry on Route 60 from EB 60 to SB 57 connector overcrossing to near Golden Springs Drive Undercrossing and Route 57 from NB 57 to WB 60 connector overcrossing to South 57/60 separation.	07-5394	2017-18	
\$5,000,000			TCEP-S/18-19	2022-23	
Los Angeles County Metropolitan Transportation Authority			R/W	301-3291 TCEA	\$5,000,000
<u>LACMTA</u>			\$5,000,000	20.20.723.100	
Los Angeles		Interchange modifications, including auxiliary lanes and three new bridges.	0715000076		
07-LA-57, 60			4RWCL		
R4.3/R4.8,			27912		
R23.3/R26.5					
	<u>Outputs</u>	<u>Unit</u>	<u>Total</u>		
	New bridge(s)	Each	3		
	Interchange modification(s)	Each	4		
	Modified/Improved interchange(s)	Each	3.7		
	Auxiliary lane(s)	Miles	1.5		
	Auxiliary lane mile(s) Constructed	Miles	4.5		
	New bridge(s)/tunnel(s)	SQFT	163,929		

Amend Resolution TCEP-A-1819-10 to revise the Budget Authority Year and the Outputs. There is no change to the allocation amount.

MEMORANDUM

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 5-6, 2024

From: STEVEN KECK, Chief Financial Officer

Reference Number: 2.5w.(3), Action Item

Prepared By: Dee Lam, Chief
Division of Local Assistance

Subject: **ALLOCATION AMENDMENT FOR A LOCALLY-ADMINISTERED ACTIVE
TRANSPORTATION PROGRAM PROJECT, ON THE STATE HIGHWAY
RESOLUTION FATP-2425-10, AMENDING RESOLUTION FATP-1920-12**

ISSUE:

Should the California Transportation Commission (Commission) approve an allocation amendment for the locally-administered Active Transportation Program (ATP) Manila Moves Class I Bike Path Project (PPNO 2445A), on the State Highway System, in Humboldt County, to revise the project title and include the request to extend the completion of construction an additional 60 months beyond the 36-month Timely Use of Funds (TUF) deadline?

RECOMMENDATION:

The California Department of Transportation recommends that the Commission approve an allocation amendment for the locally-administered ATP Manila Moves Class I Bike Path Project (PPNO 2445A), on the State Highway System, in Humboldt County, to revise the project title and include the request to extend the completion of construction an additional 60 months beyond the 36-month TUF deadline.

BACKGROUND:

In March 2020, the Commission approved \$1,358,000 for the Construction phase of the locally-administered ATP Manila Moves Class I Bike Path Project (PPNO 2445A), under Resolution FATP-1920-12. Per the Commission's TUF policy, the deadline to complete construction is 36 months after a third-party contract is awarded. This amendment will revise the vote box to include the request to extend the period of project completion an additional 60 months beyond the 36-month TUF deadline, which was inadvertently omitted at the time of allocation.

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In addition, the agency is requesting to revise the project title from Manila Moves Class I Bike Path Project to Manila Moves Campaign and Shared Use Path to match the approved project programming.

The proposed changes are reflected in strikethrough and bold in the revised vote box. There is no change to the allocation amount.

FINANCIAL RESOLUTION:

Be it resolved, that the locally-administered ATP Manila Phase Class I Bike Path Project (PPNO 2445A), is hereby amended to revise the project title and include the request to extend the completion of construction an additional 60 months beyond the 36-month TUF deadline, in accordance with the attached revised vote box.

Attachment

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Project #	PPNO			
Allocation Amount	Program/Year	Budget Year		
Recipient	Phase	Item #		
RTPA/CTC	Prgm'd Amount	Fund Type		Amount by
District-County	Project ID	Program Code		Fund Type
2.5w.(3)		Allocation Amendment - ATP Project		
		Resolution FATP-2425-10		
		Amending Resolution FATP-1920-12		
1	Manila Moves Class I Bike Path Project Manila Moves	01-2445A	2018-19	
\$1,358,000	Campaign and Shared Use Path. Construct a Class I bike path within the right of way of State Route 255 between Dean Avenue and Carlson Drive.	ATP/18-19 CONST \$1,358,000 0116000077	308-0890 FTF 20.20.720.100	\$1,358,000
Humboldt County HCAOG 01-Humboldt	Small Urban and Rural			
<u>Outcome/Outputs:</u> This project will construct a 1/2 mile separated, share use, path between two disconnected neighborhoods to improve pedestrian and bicycling access.				
CEQA - CE, 01/08/2019 NEPA - CE, 01/16/2019				
Right of Way Certification: 02/12/2020				
PPNO 01-2445A is the infrastructure component to PPNO 01-2445B				
Time Extension for FY 18-19 CONST expires on 06/30/2020				
As part of the allocation request, the local agency is requesting to extend the completion of construction an additional 60 months beyond the 36-month Timely Use of Funds deadline.				
<u>Amend Resolution FATP-1920-12 to revise the project title and add language to extend the period to complete construction beyond the TUF deadline. There is no change to the allocation amount.</u>				

MEMORANDUM

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 5-6, 2024

From: STEVEN KECK, Chief Financial Officer

Reference Number: 2.5w.(4) – 2.5w.(9), Action Item

Prepared By: Keith Duncan, Chief
Division of Budgets

Subject: **ALLOCATION AMENDMENT FOR LOCALLY-ADMINISTERED ACTIVE
TRANSPORTATION PROGRAM PROJECTS OFF THE STATE HIGHWAY SYSTEM**

ISSUE:

Should the California Transportation Commission (Commission) approve an allocation amendment for six locally-administered Active Transportation Program (ATP) General Fund (GF) projects, off the State Highway System, to revise the Budget Year from 2021-22 to 2024-25 and the Budget Item Number from 102-0001 to 608-0001?

RECOMMENDATION:

The California Department of Transportation recommends that the Commission approve an allocation amendment for six locally-administered ATP GF projects, off the State Highway System, to revise the Budget Year from 2021-22 to 2024-25 and the Budget Item Number from 102-0001 to 608-0001, as reflected on the following page.

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serves all people and respects the environment.”*

RESOLUTION FATP-2415-12, AMENDING:

<u>ATP Project</u>	<u>PPNO</u>	<u>Allocation Month/Year</u>	<u>Resolution</u>	<u>Current Budget Year</u>	<u>Revised Budget Year</u>	<u>Current Budget Item</u>	<u>Revised Budget Item</u>	<u>Allocation Amount</u>
Santa Paula Trail, East Ventura Metrolink Station to e/o Wells Road (2.5w.(4))	07-6194	August 2023	FATP-2324-03	2021-22	2024-25	102-0001	608-0001	\$6,716,000
Osborne Street: Path to Park Access Project (2.5w.(5))	07-6041	August 2023	FATP-2324-03	2021-22	2024-25	102-0001	608-0001	\$5,287,000
Wilmington Safe Streets: A People First Approach (2.5w.(6))	07-6046	August 2023	FATP-2324-03	2021-22	2024-25	102-0001	608-0001	\$3,823,000
Stewart-Pennsylvania Safety Enhancement Project (2.5w.(7))	07-5861A	October 2023	FATP-2324-08	2021-22	2024-25	102-0001	608-0001	\$3,171,000
Boyle Heights Community Connectivity Project (2.5w.(8))	07-6154	October 2023	FATP-2324-08	2021-22	2024-25	102-0001	608-0001	\$3,395,000
LA River Greenway, East San Fernando Valley Gap Closure (2.5w.(9))	07-6044	October 2023	FATP-2324-08	2021-22	2024-25	102-0001	608-0001	\$4,200,000

BACKGROUND:

In August and October 2023, the Commission allocated \$26,592,000 for the six projects identified in the table above. Enactment of the Budget Act of 2024 (Assembly Bill 107) and transportation trailer bill Assembly Bill 173 reduced Item 2660-102-0001 to \$150,000,000 and established Item 2660-608-0001 for \$100,000,000 to fund ATP projects. To date, \$176,548,000 has been allocated from 2660-102-0001. In order to adjust GF to currently available funding, these six projects were selected for amendment. This action will reduce total allocations from Item 2660-102-0001 to \$149,956,000, shifting \$26,592,000 to Item 2660-608-0001, aligning GF as identified in the Budget Act of 2024 and associated transportation trailer bill.

The proposed changes are reflected in strikethrough and bold in the attached revised vote boxes. There is no change to the allocation amounts.

“Provide a safe and reliable transportation network that serves all people and respects the environment.”

FINANCIAL RESOLUTION:

Be it Resolved, that the Commission does hereby amend the six locally-administered ATP GF projects, to revise the Budget Year from 2021-22 to 2024-25 and the Budget Item Number from 102-0001 to 608-0001, in accordance with the attached revised vote boxes.

Attachments

*“Provide a safe and reliable transportation network that
serves all people and respects the environment.”*

Project #	Project Title	PPNO	Budget Year	
Allocation Amount	Location	Program/Year	Item #	
Recipient	Project Description	Phase	Fund Type	Amount by
RTPA/CTC		Prgm'd Amount	Program Code	Fund Type
District-County		Project ID		
2.5w.(4)	Allocation Amendment - ATP Project		Resolution FATP-2425-12	
			Amending Resolution FATP-2324-03	
1	Santa Paula Trail, East Ventura Metrolink Station to e/o Wells Road	07-6194	2021-22	
\$6,716,000	Between East Ventura Metrolink Station and east of Wells Road (SR-118) along the Santa Paula Rail Line, in the City of Ventura (San Buenaventura) and unincorporated Ventura County. Environmental, design and construction for a Class I trail in the City of Ventura and unincorporated Ventura County providing an improved east-west bicycle and pedestrian route.	ATP/23-24	2024-25	
City of Ventura		PS&E	102-0001 GF	\$4,438,000
<u>VCTC</u>		\$4,438,000	608-0001 GF	
07-Ventura		R/W	20.30.720.100	
		\$2,278,000	2021-22	
	MPO	0723000303	2024-25	
			102-0001 GF	\$2,278,000
			608-0001 GF	
			20.30.720.100	
	<u>Outcome/Outputs:</u>			
	Construct 19,900 feet of Class I trail, 2,100 feet of Class IV bike lanes, 170 feet of new sidewalks, 16 new ramps, pedestrian amenities, a new traffic signal and other trail improvements.			
	CEQA - NOE, 04/12/2023			
	Technical change approved under Resolution G-23-60; August 2023.			
	<u>Amend Resolution FATP-2324-03 to revise the Budget Year and the Budget Item Number. There is no change to the allocation amount.</u>			

2.5 Highway Financial Matters

Project #		PPNO		
Allocation Amount	Project Title	Program/Year	Budget Year	
Recipient	Location	Phase	Item #	
RTPA/CTC		Prgm'd Amount	Fund Type	Amount by
District-County	Project Description	Project ID	Program Code	Fund Type

2.5w.(5) Allocation Amendment - ATP Project **Resolution FATP-2425-12**
Amending Resolution FATP-2324-03

1	Osborne Street: Path to Park Access Project	Osborne Street	07-6041	2024-22	
\$5,287,000	between San Fernando Road and Foothill Blvd in the San Fernando Valley in the Pacoima Community of City of Los Angeles. The project will construct raised Class IV bike lanes with ADA sidewalks, midblock crossings, high-visibility crosswalks/ intersections, right-turn slip-lane closure, trees, lights.		ATP/23-24	2024-25	\$5,287,000
City of Los Angeles			PA&ED	402-0001 GF	
<u>LACMTA</u>			\$5,287,000	608-0001 GF	
07-Los Angeles			0723000277	20.30.720.100	
	Statewide				
	<u>Outcome/Outputs:</u>				
	Construct 17,000 feet of Class IV bike lanes, 4 racks, 22 bike ramps, 10 bicycle crossings, 8934 feet of new sidewalk, 8066 feet of new (over 8 feet wide) sidewalk, 14 new curb ramps, 24 reconstructed ramps, 1 crosswalk, 12 enhanced existing crosswalks, 7 shorten crossing, 6 crossing-surface improvements, 2 flashing beacons, 334 lighting intersections, benches, shade trees, 2 high intensity activated crosswalk, 17000 feet road diet, 3 curb extension (bulbout), and 3 bus island (bulbout).				
	<u>Amend Resolution FATP-2324-03 to revise the Budget Year and the Budget Item Number. There is no change to the allocation amount.</u>				

2.5 Highway Financial Matters

Project #		PPNO		
Allocation Amount		Program/Year	Budget Year	
Recipient	Project Title	Phase	Item #	
RTPA/CTC	Location	Prgm'd Amount	Fund Type	Amount by
District-County	Project Description	Project ID	Program Code	Fund Type

2.5w.(6) Allocation Amendment - ATP Project **Resolution FATP-2425-12**
Amending Resolution FATP-2324-03

1	Wilmington Safe Streets: A People First Approach Project is	07-6046	2024-22	
\$3,823,000	located in the Wilmington community near the Port of LA &	ATP/23-24	2024-25	
	includes 8 streets: Anaheim, L and I Streets; Wilmington	PA&ED	402-0001 GF	\$3,823,000
City of Los Angeles	Boulevard; Frigate, Neptune, Eubank, and Hawaiian Avenues.	\$3,823,000	608-0001 GF	
<u>LACMTA</u>	Install Class II, III and IV bike facilities, pedestrian and ADA	0723000275	20.30.720.100	
07-Los Angeles	improvements, and traffic calming measures, improving safety			
	for all modes.			
	Statewide			
	<u>Outcome/Outputs:</u>			
	Construct 14,784 feet Class II bike lanes, 39,024 feet of Class III			
	bike lanes, 5,460 feet of Class IV bike lanes, 3 bike boxes, 12			
	crossing-surface improvements, 15,135 feet of widening existing			
	sidewalk, 224 new curb ramps, 122 reconstructing ramps to			
	standard, 69 crosswalks, 14 enhanced existing crosswalks, 7			
	timing improvements, 6 flashing beacons, 24 shorten crossings,			
	395 lighting intersections, 42 shade trees, 4 pedestrian refuge			
	islands, 80 curb extensions, 14784 feet road diet, 3 Intersection			
	Median, 5 roundabouts, and 2 bus islands.			
	<u>Amend Resolution FATP-2324-03 to revise the Budget Year</u>			
	<u>and the Budget Item Number. There is no change to the</u>			
	<u>allocation amount.</u>			

2.5 Highway Financial Matters

Project #	Project Title	PPNO	Budget Year	Amount by
Allocation Amount	Location	Program/Year	Item #	Fund Type
Recipient	Project Description	Phase	Fund Type	
RTPA/CTC		Prgm'd Amount	Program Code	
District-County		Project ID		
		Advantage Phase		
2.5w.(7) Allocation Amendment - ATP Project			Resolution FATP-2425-12	
			Amending Resolution FATP-2324-08	
1	Stewart-Pennsylvania Safety Enhancement Project	07-5861A	2021-22	
\$3,171,000	Project is located on Colorado Avenue between Yale Street and Stewart Street; Stewart Street between Colorado Avenue and Kansas Avenue; and Pennsylvania Avenue from Stewart Street to 26th Street. Construction of Class IV separated bikeway, bus islands, and intersection reconfigurations along Stewart Street. Add new sidewalks and pedestrian scalelighting along Pennsylvania Avenue.	ATP/21-22	2024-25	\$3,171,000
City of Santa Monica		CONST	402-0001 GF	
<u>LACMTA</u>		\$3,171,000	608-0001 GF	
07-Los Angeles		0722000012	20.30.720.100	
Statewide				
<u>Outcome/Outputs:</u>				
Construct 1,375 feet of sidewalk and 8 curb ramps, reconstruct 4 curb ramps, and install 6,000 feet of Class IV separated bike lanes, 11 timing improvements, 2 rectangular rapid flashing beacons, 9 enhance existing crosswalks, shade trees and roadway lighting.				
CEQA - CE, 8/21/2020				
Right of Way Certification: 08/16/2023				
Time extension for FY 21-22 CONST expires on December 31, 2023				
PPNO 5861A is the infrastructure component to PPNO 5861B				
<u>Amend Resolution FATP-2324-08 to revise the Budget Year and the Budget Item Number. There is no change to the allocation amount.</u>				

2.5 Highway Financial Matters

Project #		PPNO		
Allocation Amount		Program/Year	Budget Year	
Recipient	Project Title	Phase	Item #	
RTPA/CTC	Location	Prgm'd Amount	Fund Type	Amount by
District-County	Project Description	Project ID	Program Code	Fund Type

2.5w.(8) Allocation Amendment - ATP Project **Resolution FATP-2425-12**
Amending Resolution FATP-2324-08

1	Boyle Heights Community Connectivity Project	07-6154	2021-22	
\$3,395,000	Boyle Heights in east Los Angeles: Boyle Avenue between 1st Street and Olympic Boulevard, 7th Street from Boyle Avenue to Myers Street, 8th Street between Boyle Avenue and Olympic Boulevard. Constrict bike and pedestrian improvements to increase safety and improve connectivity to network and key destinations	ATP/23-24	2024-25	
City of Los Angeles		PA&ED	402-0001 GF	\$3,395,000
<u>LACMTA</u>		\$3,395,000	608-0001 GF	
07-Los Angeles		0724000050	20.30.720.100	
	MPO			
	<u>Outcome/Outputs:</u> Construct 5,200 feet of sidewalk, reconstruct 4,400 of existing sidewalk and 45 existing curb ramps, and install 7,550 feet of Class II bike lanes. 9,890 feet of Class IV bike lanes. 15 timing improvements, 3 bike charging stations, 1 new crosswalk, 60 pedestrian signal heads, 3 rectangular rapid flashing beacons, 14 enhanced existing crosswalks, 5,730 feet of road diet, pedestrian lights, other pedestrian improvements and amenities.			
	<u>Amend Resolution FATP-2324-08 to revise the Budget Year and the Budget Item Number. There is no change to the allocation amount.</u>			

2.5 Highway Financial Matters

Project #		PPNO	Budget Year	
Allocation Amount		Program/Year	Item #	
Recipient	Project Title	Phase	Fund Type	Amount by
RTPA/CTC	Location	Prgm'd Amount	Program Code	Fund Type
District-County	Project Description	Project ID		
2.5w.(9) Allocation Amendment - ATP Project			Resolution FATP-2425-12	
			Amending Resolution FATP-2324-08	
1	LA River Greenway, East San Fernando Valley Gap Closure	07-6044	2024-22	
\$4,200,000	LA River from Whitsett to Lankershim in the East San Fernando Valley and connecting on-street ped/bike network including Vineland Ave to connect to Metro's North Hollywood Station. Design and construction of approximately 3.2 miles of greenway gap closure along/adjacent to the LA River and connecting on-street network of pedestrian and bicycle improvements.	ATP/23-24	2024-25	
City of Los Angeles		PA&ED	402-0001 GF	\$4,200,000
<u>LACMTA</u>		\$4,200,000	608-0001 GF	
07-Los Angeles		0723000302	20.30.720.100	
Statewide				
<u>Outcome/Outputs:</u>				
Construct 15,890 feet of Class I bike lanes, 2,400 feet of Class III bike lanes, 5,640 feet of Class IV bike lanes, 2 bike boxes, 10 flashing beacons, 15,890 feet of lighting roadway segments, 40 bike racks, 9 bike repair stations, 11,120 feet of new sidewalk, 8 new curb ramps, 13 reconstructed ramps to standard, 6 crosswalks, 2 enhanced existing crosswalks, 4 crossing-surface improvements, 18 benches, 18 trash cans, 100 shade trees, 2 new bridges, and 48 wayfinding signage.				
<u>Amend Resolution FATP-2324-08 to revise the Budget Year and the Budget Item Number. There is no change to the allocation amount.</u>				

MEMORANDUM

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 5-6, 2024

From: STEVEN KECK, Chief Financial Officer

Reference Number: 2.6g.(2), Action Item

Prepared By: Dee Lam, Chief
Division of Local Assistance

Subject: **ALLOCATION AMENDMENT FOR A TRANSIT AND INTERCITY RAIL CAPITAL PROGRAM COMPONENT**
RESOLUTION TIRCP-2425-27, AMENDING RESOLUTION TIRCP-2122-18

ISSUE:

Should the California Transportation Commission (Commission) approve an allocation amendment for the Transit and Intercity Rail Capital Program (TIRCP) (2016:04) Metropolitan Rapid Transit and Rail Connectivity Project (Bus Stop Improvements) component (PPNO CP016), in Fresno County, to deallocate \$1,413,000 from the Construction (CON) phase to reflect component savings?

RECOMMENDATION:

The California Department of Transportation recommends that the Commission approve an allocation amendment for the TIRCP (2016:04) Metropolitan Rapid Transit and Rail Connectivity Project (Bus Stop Improvements) component (PPNO CP016), in Fresno County, to deallocate \$1,413,000 from the CON phase to reflect component savings.

BACKGROUND:

In June 2020, the Commission approved \$3,917,000 for the CON phase of the (2016:04) Metropolitan Rapid Transit and Rail Connectivity Project (Bus Stop Improvements) component (PPNO CP016), under Resolution TIRCP-1920-19. This component was created to improve sixty bus stops along Fresno's High Frequency Network (HFN), including new bus shelters and improvements to existing bus shelters to increase ridership along Fresno's bus rapid transit and HFN routes. In March 2022, the Commission approved an allocation amendment to revise the project description, under Resolution TIRCP-2122-18.

"Provide a safe and reliable transportation network that serves all people and respects the environment."

Due to project management efficiency, this component was completed with CON phase savings of \$1,413,000. The City of Fresno is requesting that these funds be deallocated, thereby reducing the original allocation amount from \$3,917,000 to \$2,504,000 for this component.

The proposed changes are reflected in strikethrough and bold in the attached revised vote box.

FINANCIAL RESOLUTION:

Be it resolved, that the TIRCP (2016:04) Metropolitan Rapid Transit and Rail Connectivity Project (Bus Stop Improvements) component (PPNO CP016), is hereby amended to deallocate \$1,413,000 from the CON phase to reflect component savings, in accordance with the attached revised vote box.

Attachment

2.6 Mass Transportation Financial Matters

Project #	Project Title	PPNO Program/Year Phase	Budget Year	Amount by
Allocation Amount	Location	Prgm'd Amount	Item #	Fund Type
Recipient	Project Description	Project ID	Fund Type	Fund Type
RTPA/CTC		Advantage Phase	Program Code	
District-County		EA		

2.6g.(2) Allocation Amendment - Transit and Intercity Rail Capital Program

Resolution TIRCP-2425-27
Amending Resolution TIRCP-2122-18

1	(2016:04) Metropolitan Rapid Transit and Rail Connectivity Project (Bus Stop Improvements) Fresno Area Express (FAX) will improve and upgrade approximately 60 bus stops along its high-frequency network (HFN) to make them safe, more accessible, and more attractive. The improvements include new shelters, benches, trash receptacles, and bicycle racks, in addition to increased lighting, reinforced bus pads and curbing, and appropriate ADA accessibility upgrades as necessary. Procure supporting infrastructure, including maintenance vehicles to maintain and upkeep the improved bus stops. Real-time information displays will be added to several key transfer points and highly-utilized stops.	06-CP016 TIRCP/18-19 CONST \$3,917,000 \$2,504,000 0020000215 S T357GB	2019-20 301-0046R GGFRF 30.20.301.100	\$3,917,000 \$2,504,000
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City of Fresno
FCOG
06-Fresno

Outcome/Outputs:

Projected benefits include reduction of 27,000 tons of CO2, increased ridership through improved payment technology by implementing modernized vending machines along two major BRT corridors that accept electronic payments (e.g., magnetic stripes or smart cards), reloading of payment cards, and on-line payment development for smart card media. In addition, bus stop enhancements include lighting improvements, real-time information displays, security camera systems and safer passenger boarding through bulb-outs, including bus stop pad improvements. Investments are directed towards the highest priority improvements to Fresno's Bus Rapid Transit and high frequency route system, which targets four routes with the greatest ridership and transit-oriented development potential, by making the services faster, safer and more convenient, including providing benefits to Priority Populations along these routes.

CEQA - NOE, 4/24/2020

The total programmed amount for this project was \$8,000,000. This was a partial allocation of ~~\$3,917,000~~ **\$2,504,000**. The remaining balance for this project is \$0.

An allocation amendment to revise the project description was approved under Resolution TIRCP-2122-18; March 2022.

Amend Resolution TIRCP-2122-18 to deallocate \$1,413,000 from the CON phase to reflect component savings.

MEMORANDUM

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 5-6, 2024

From: STEVEN KECK, Chief Financial Officer

Reference Number: 2.6g.(3), Action Item

Prepared By: Dee Lam, Chief
Division of Local Assistance

Subject: **ALLOCATION AMENDMENT FOR A TRANSIT AND INTERCITY RAIL CAPITAL PROGRAM COMPONENT**
RESOLUTION TIRCP-2425-28, AMENDING RESOLUTION TIRCP-2324-32

ISSUE:

Should the California Transportation Commission (Commission) approve an allocation amendment for the Transit and Intercity Rail Capital Program (TIRCP) (2023:07) Simi Valley Regional Transit Center and Pathway to Transition to a Zero Emissions Transit Fleet (Procurement of 6 Electrical Zero Emission Buses) component (PPNO CP113A), in Ventura County, to rescind the full amount of \$4,800,000 from the Construction (CON) phase due to a third-party contract not being awarded within the Timely Use of Funds (TUF) deadline?

RECOMMENDATION:

The California Department of Transportation recommends that the Commission approve an allocation amendment for the TIRCP (2023:07) Simi Valley Regional Transit Center and Pathway to Transition to a Zero Emissions Transit Fleet (Procurement of 6 Electrical Zero Emission Buses) component (PPNO CP113A), in Ventura County, to rescind the full amount of \$4,800,000 from the CON phase due to a third-party contract not being awarded within the TUF deadline.

BACKGROUND:

In December 2023, the Commission approved \$4,800,000 for the CON phase of the TIRCP (2023:07) Simi Valley Regional Transit Center and Pathway to Transition to a Zero Emissions Transit Fleet (Procurement of 6 Electrical Zero Emission Buses) component (PPNO CP113A), under Resolution TIRCP-2324-32. After allocation, a third-party contract was not being awarded within the TUF deadline. The City of Simi Valley has faced challenges finding a reliable bus manufacturer and difficulties in securing funds for construction of the electric bus

“Provide a safe and reliable transportation network that serves all people and respects the environment.”

charging infrastructure, which is interconnected with the bus model. The \$4,800,000 that is being rescinded from the CON phase will be reprogrammed to the same component and phase in Fiscal Year 2024-25.

The proposed changes are reflected in strikethrough and bold in the attached revised vote box.

FINANCIAL RESOLUTION:

Be it resolved, that the TIRCP (2023:07) Simi Valley Regional Transit Center and Pathway to Transition to a Zero Emissions Transit Fleet (Procurement of 6 Electrical Zero Emission Buses) component (PPNO CP113A), is hereby amended to rescind the full amount of \$4,800,000 from the CON phase, in accordance with the attached revised vote box.

Attachment

2.6 Mass Transportation Financial Matters

Project #	Project Title	PPNO Program/Year Phase	Budget Year	Amount by
Allocation Amount	Location	Prgm'd Amount	Item #	Fund Type
Recipient	Project Description	Project ID	Fund Type	Amount by
RTPA/CTC		Advantage Phase	Program Code	Fund Type
District-County		EA		

2.6g.(3) Allocation Amendment - Transit and Intercity Rail Capital Program

Resolution TIRCP-2425-28
Amending Resolution TIRCP-2324-32

1	(2023:07) Simi Valley Regional Transit Center and Pathway to Transition to a Zero Emissions Transit Fleet (Procurement of 6 Electrical Zero Emission Buses).	07-CP113A	2023-24	
\$4,800,000	Purchase of six electric buses to convert all the transit buses which will be eligible for replacement in the next three years and place the electric buses into service by the end of the useful life of the existing six Compressed Natural Gas buses that will be replaced.	TIRCP/23-24	301-0046R GF	\$4,800,000
\$0		CONST	30.20.301.100	\$0
City of Simi Valley		\$4,800,000		
VCTC		\$0		
07-Ventura		0024000097		
		S		
		T576GA		
	<u>Outcome/Outputs:</u>			
	The Project will result in improving transit service and increasing the ridership. Electric zero emission buses will produce significant environmental and public health benefits for the community by reducing greenhouse gas emissions. The reduction in buses size will make the new buses less obtrusive in residential neighborhoods.			
	CEQA - NOE, 11/02/2023			
	In April 2023, TIRCP 2023:07 was awarded \$7,053,000 Cycle 6 General Fund New Project Funding.			
	<u>Amend Resolution TIRCP-2324-32 to rescind the full amount of \$4,800,000 from the CON phase due to a third-party contract not being awarded within the Timely Use of Funds deadline.</u>			

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: December 5-6, 2024

From: TANISHA TAYLOR, Executive Director

Reference Number: 2.8d.(4), Action

Prepared By: Kenneth Lopez,
Research Data Specialist

Published Date: November 22, 2024

Subject: Amendment to Waiver 21-44, approved in May 2021, to correct the PPNO for Project 3 from 5388 to 5394 for the Confluence Chokepoint Relief project in Los Angeles County, Waiver 24-202, Amending Waiver 21-44

Recommendation:

Staff recommends the California Transportation Commission (Commission) amend Waiver 21-44, approved at the May 2021 Commission meeting, to correct the Planning and Programming Number (PPNO) for Project 3 from 5388 to 5394 for the Confluence Chokepoint Relief project in Los Angeles County.

Issue:

Waiver 21-44 from the May 2021 Commission meeting should be amended to correct an error made in the Time Extension Staff Recommendations table. The table reflected the incorrect PPNO for the Confluence Chokepoint Relief project in Los Angeles County.

Background:

At the May 2021 Commission meeting, a time extension request was approved for the Plans, Specifications, and Estimates and Right of Way phases for the Confluence Chokepoint Relief project (PPNO 5394) in the Trade Corridor Enhancement Program. Reference Number 2.8d.(3). There were three requests under Reference Number 2.8d.(3), including two for PPNO 5388 and one for PPNO 5394. However, the Time Extension Staff Recommendations table showed all three requests under PPNO 5388, which was an error. Therefore, Waiver 21-44 should be amended to correct the mistake in the Time Extension Staff Recommendations table.

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: December 5-6, 2024

From: TANISHA TAYLOR, Executive Director

Reference Number: 4.10, Action

Prepared By: Anja Aulenbacher
Assistant Deputy Director

Published Date: November 22, 2024

Subject: Los Angeles County Metropolitan Transportation Authority Request to Retain Proceeds from the Ground Lease of Property Purchased with State Funds, Resolution G-24-77

Recommendation:

Staff recommends the California Transportation Commission (Commission) approve:

- Los Angeles County Metropolitan Transportation Authority's (Metro) request to retain the State's share of the proceeds generated from the ground lease of property purchased with State funds; and
- The requirement that these proceeds remain permanently dedicated to public passenger rail capital projects in Los Angeles County as a condition of retaining the State's share.

Issue:

Metro currently owns approximately 16 acres of property surrounding the Metro B and G lines near the North Hollywood station. Metro plans to ground lease 12.1 of the 16 acres. State funds were used in conjunction with other funds to purchase the property.

The Fund Transfer Agreements signed by the State and Metro require that Metro maintain ownership of property purchased with State funds for 20 years. Metro has complied with this requirement as more than 30 years have passed. Additionally, the agreements require that Metro refund or credit the State if it ceases to utilize the property for the intended public transportation purposes, or sells, or transfers the title; however, such refund or credit is not required, subject to Commission approval, if Metro uses the proceeds to fund public passenger rail capital projects in Los Angeles County.

Approval of this item will allow Metro to retain the State's share of the proceeds generated from the ground lease, with the condition that the proceeds will be used to fund public passenger rail capital projects in Los Angeles County. This recommendation is based on:

- Assurance by Metro that the ground lease of the Property will not impact the Metro Lines and stations adjacent to the Property, specifically, the G Line terminus and layover facilities, the East and West B Line Portals, and the North Hollywood Station portal and plaza.
- Agreement by Metro to set up a separate account to 1) track the proceeds from the ground lease; 2) track expenditures of the revenue generated; and 3) comply with anticipated State audits.
- Acceptance by Metro that all other terms and conditions of the State Agreements continue to conform to the environmental obligations established in Commission Resolution G-91-2 at Metro's own cost and without any financial contribution or obligation by the State of California.
- Assurance by Metro that the proceeds generated by the ground leases, including the State's share, are intended to fund Los Angeles County public passenger rail capital projects and programs, and not for operating, planning or maintenance expenditures.

Background:

The California Department of Transportation includes standard provisions in Fund Transfer Agreements signed by the State and the implementing agency. Fund Transfer Agreement number FTA07A03 states the following provisions, among others:

- "The Project right of way, the Project facilities constructed or reconstructed on the Project site and/or Project property purchased (excluding construction easements and excess property whose proportionate resale proceeds are distributed pursuant to this Agreement) shall remain permanently dedicated to public transit use in the same proportion and scope and to the same extent as described in this Agreement and related Bond Fund Certification documents if applicable unless STATE agrees otherwise."
- "Recipient shall, for the purposes of any State bond funded right of way acquisition which will become a permanent part of the Project (such acquisitions exclude construction easements, property allocated to matching funds, and excess property purchased with State funds whose resale proceeds are returned or credited to STATE), maintain ownership of such Property for a minimum of twenty years or until the bonds have matured, whichever occurs first, before transferring or selling such property."
- "STATE, or any assignee public body acting on behalf of the CTC, shall be entitled to a refund or credit, at STATE's sole option, equivalent to the proportionate funding participation by STATE in the event that RECIPIENT ceases to utilize the Project for the intended public transportation purposes or sells or transfers title or control over the Project. Such refund or credit to STATE shall not be required, subject to STATE approval of that intended use, if RECIPIENT dedicates the proceeds of such sale or transfer exclusively to STATE approved public transportation purposes which are also subject to this credit."

Attachments:

- Attachment A: Resolution G-24-77
- Attachment B: Metro Request Letter

CALIFORNIA TRANSPORTATION COMMISSION

**Los Angeles County Metropolitan Transportation Authority Request to Retain
Proceeds from the Ground Lease of Property Purchased with State Funds**

RESOLUTION G-24-77

- 1.1 **WHEREAS**, the Los Angeles County Metropolitan Transportation Authority (Metro) purchased 16 acres of property in Los Angeles County, partially with State funds; and
- 1.2 **WHEREAS**, on August 26, 2024, Metro made known their intention to ground lease 12.1 acres of the 16 acres that was purchased partially with State funds, and requested the California Transportation Commission's (Commission) approval to retain the State's share of the proceeds generated from the property; and
- 1.3 **WHEREAS**, the agreement between the State and Metro requires Metro to not sell or otherwise dispose of property purchased with State funds for 20 years; and
- 1.4 **WHEREAS**, Metro has retained ownership of the property for over 30 years; and
- 1.5 **WHEREAS**, the agreement further requires that Metro refund or credit the State if it ceases to utilize the property for the intended public transportation purposes, or sells, or transfers the title; however such refund or credit is not required, subject to Commission approval, if Metro uses the proceeds to fund public passenger rail capital projects in Los Angeles County.
- 2.1 **NOW THEREFORE, BE IT RESOLVED**, that the Commission hereby approves Metro's request to retain the State's share of proceeds generated from the ground lease on the condition that Metro will use the proceeds generated by the ground leases, including the State's share, to fund Los Angeles County public passenger rail capital projects; and
- 2.2 **BE IT FURTHER RESOLVED**, that Metro agrees to set up a separate account to 1) track the proceeds from the ground lease; 2) track expenditures of the revenue generated; and 3) comply with anticipated State audits; and
- 2.3 **BE IT FURTHER RESOLVED**, that Metro accepts all other terms and conditions of existing State Agreements and will continue to conform to environmental obligations at Metro's own cost and without any financial contribution or obligation by the State of California.



November 21, 2024

Tanisha Taylor, Executive Director
California Transportation Commission
1120 N Street, Room 2221 (MS-52)
Sacramento, California 95814

Reference No.: 4.10
December 5-6, 2024
Attachment B

NOTIFICATION OF PLANNED GROUND LEASE OF SURPLUS NORTH HOLLYWOOD PROPERTY AND
REQUEST FOR APPROVAL OF RELATED ITEMS

Dear Ms. Taylor:

The Los Angeles County Metropolitan Transportation Authority (LACMTA) plans to ground lease 12.1 acres of LACTMA property adjacent to and surrounding the North Hollywood Station (the "Property"). The Property is associated with State-funded infrastructure covered under Fund Transfer Agreement No. 75S837, which included State Proposition 108 funds in 1992, and Fund Transfer Agreement No. FTA07A03/CA-90-X575-07, which included State Prop 116 07A03, TCI, and TSM funds in 1998. Both funding sources were used to expand public passenger rail service in Los Angeles.

LACMTA is requesting your approval to:

- i. Implement a Joint Development Agreement ("JDA") and associated Ground Lease agreements for the Property; and
- ii. Retain the State's share of the proceeds generated from the Property – the net present value of which is estimated not to exceed \$8,051,627 – to fund passenger rail capital and other eligible projects in Los Angeles County.

The LACMTA Board of Directors will be requested to provide authorization to enter into the JDA and Ground Leases of the Property at its December 2024 meeting. If approved, the JDA and Ground Lease documents would stipulate that LACMTA would receive \$2,000,000 in the form of a non-refundable deposit from the Property Developer within 120 days of execution of the JDA. LACMTA would receive upfront payments in the amount of \$13,683,654 for the two affordable development phases. For the remaining phases, LACMTA would receive annual ground rent payments equal to an average 1% of all gross revenues for the first 65 years of the Ground Lease Term, and 2% of gross revenues thereafter. This is estimated to be approximately \$1,568,897 each year at development stabilization with a total net present value equal to \$26,572,451. LACMTA would also receive an average annual percentage equal to 13% of signage revenues for digital advertising on the Property which is estimated to be approximately \$200,000 per year and \$3,132,441 in net present value. All told, the sum of the revenue package would total an estimated net present value of \$45,388,546. Independent financial analysis

has determined that this is a fair market return on investment for the ground lease of the Property. The State's share of the \$45,388,546 projected revenue is estimated not to exceed \$8,051,627.

We appreciate the State's review of this request and, if approved and necessary per State requirements, a timely issuance of an authorization-to-proceed, so that we may move forward with the proposed transaction. The following sections include a brief Property description and certifications regarding uses of the remaining North Hollywood property, the proposed use of transaction revenues, and revenue and expenditure monitoring. Also included is a statement regarding our overall compliance with the provisions of the Agreements with the State (Agreements).

Property Description

LACMTA currently owns approximately 16 acres of property surrounding the B (Red) and G (Orange) Lines. LACMTA will retain the property containing the station portal and plaza and proposes to ground lease the surrounding 12.1 acres for residential and commercial development as shown in the Attachment and described further below. The property is bisected by Lankershim Blvd and bordered by Cumpston St. to the north and Chandler Blvd to the south. The east portal at the North Hollywood Station serves the Metro B (Red) Line, which operates below ground. The property purchase was funded with Federal, State, and local funds.

Proposed Use

The Proposed Development Project, District NoHo, includes a mix of high-rise and low-rise residential buildings, retail and office space, and a multi-modal shared street connecting the new blocks to the B (Red) Line portal. More specifically, the Project features approximately 1,481 mixed-income housing units, 366 of which will be income restricted, along with approximately 40,000 sq ft of retail space and 400,000 sq ft of office space. Additional community benefits provided by the Developer will include a community art gallery, two acres of public open space connecting the Metro portal, and a two-way protected bike lane on Fair Avenue. District NoHo would be the largest joint development in LA Metro's history, including more total units and affordable homes than any other joint development in the portfolio.

Certification of Property Use

The Agreements require that LACMTA not sell or otherwise dispose of the North Hollywood property for at least 20 years from the execution dates. We have complied with this requirement as more than 30 years have elapsed since the purchase of these properties. Also, the remainder of the North Hollywood property, specifically, the G (Orange) Line terminus and layover facilities and the East and West B (Red) Line Portals will continue to be dedicated for public transportation purposes. In addition, the Burbank Chandler Right of Way (ROW) will be preserved for a potential future extension of the G (Orange) Line to the east.

Certification of Revenue Uses

The Agreements require LACMTA to share any profits resulting from the sale of the Property with the State of California or dedicate the proceeds of such sale or transfer exclusively to a new or replacement project. In keeping with these provisions, the required minimum share of proceeds generated by the Ground Leases (including but not limited to the State's share) will be used to fund

Los Angeles County transportation projects and programs that are eligible for funding as described in the Agreements.

Certification of Revenue and Expenditure Monitoring

Metro will track the proceeds received from the proposed Property disposition and the expenditures thereof through a separate account to ensure compliance with audit requirements.

Compliance with Agreement Provisions

The proposed Property disposition does not violate or ignore any conditions of the Agreements. LACMTA is committed to continue dedicating the remainder of the North Hollywood property for public transportation purposes. Metro will also continue to conform to the environmental obligations established in the Agreements at its own cost and without any financial contribution or obligation by the State of California.

We ask that the California Transportation Commission (CTC) approve this request at its December 2024 meeting, so that we may meet deadlines related to the Property transaction. Thank you for your consideration of our request. Should you or your staff have questions regarding our request, please contact Ms. Kathy Banh at (213) 922-7635 or Wellvin Carpio at (213) 547-4374.

Sincerely,

A handwritten signature in black ink, appearing to read 'Shawn Atlow', is written over a red digital signature line.

Digitally signed by Shawn Atlow
Date: 2024.11.21 17:02:40 -08'00'

Shawn Atlow

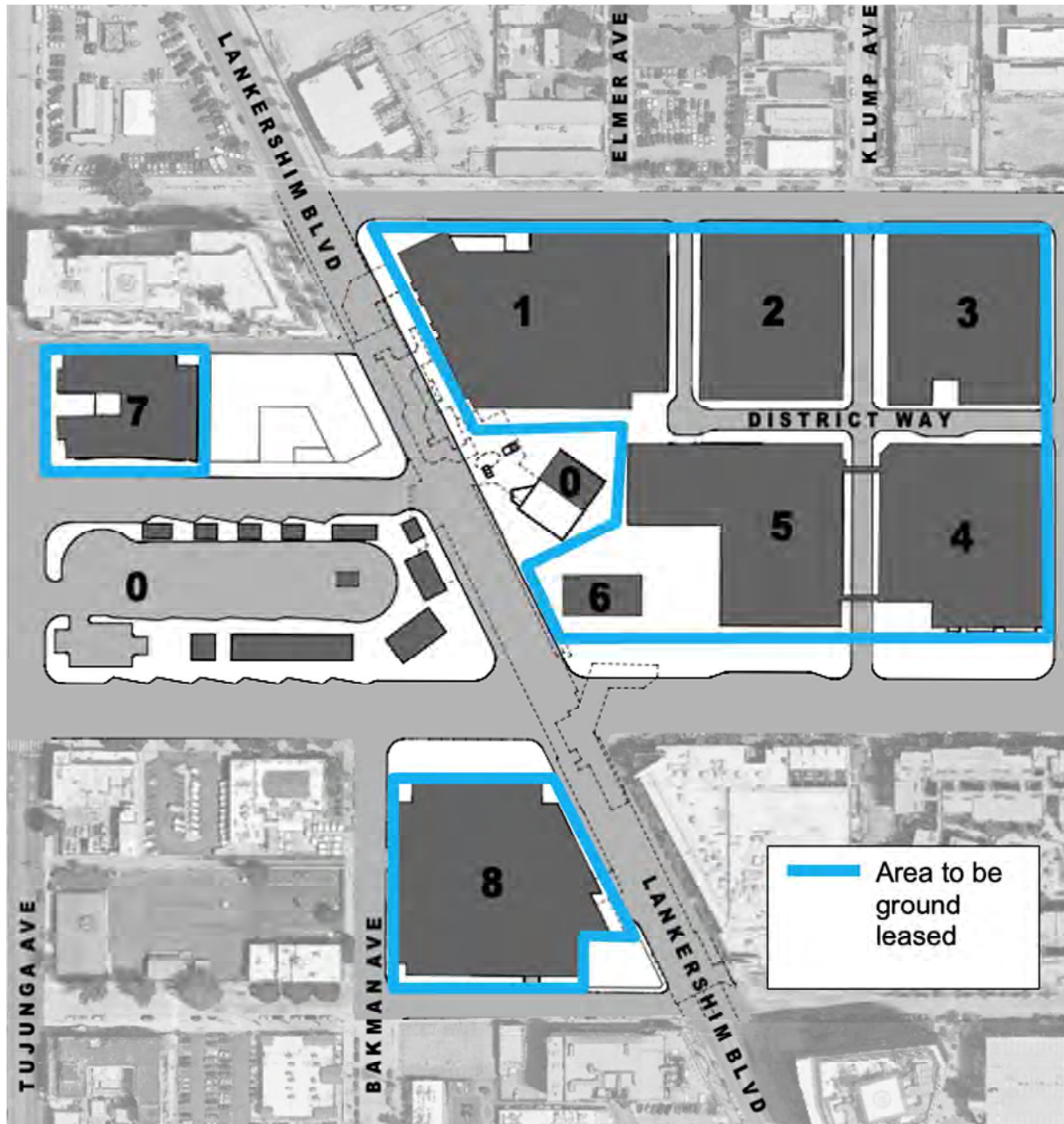
Executive Officer, Countywide Planning & Development

Enclosure: Attachment – The Property

cc: Elhami Nasr (Caltrans District 7)
Anja Aulenbacher, Laurie Waters, Kacey Ruggiero (California Transportation Commission)

Attachment

The Property



Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: December 5-6, 2024

From: TANISHA TAYLOR, Executive Director

Reference Number: 4.12, Action

Prepared By: Jaeden Gales
Staff Services Manager

Published Date: November 22, 2024

Subject: Approval of Two Active Transportation Program Baseline Agreements,
ATP-P-2425- 02B

Recommendation:

Staff recommends that the California Transportation Commission (Commission) approve the following Active Transportation Program Baseline Agreements, submitted in accordance with the Commission's Senate Bill (SB) 1 Accountability and Transparency Guidelines, and establish the agreements as the basis for project delivery and monitoring:

PPNO	County	Implementing Agency	Project Title (with embedded link to agreement)
5406	Sacramento	City of Rancho Cordova	Zinfandel Drive Bicycle and Pedestrian Overcrossing Project
2355	Alameda	Metropolitan Transportation Commission	West Oakland Link of the Bay Skyway

Issue:

The City of Rancho Cordova and the Metropolitan Transportation Commission request the Commission approve these Baseline Agreements for the above-listed projects programmed in the 2023 Active Transportation Program. The agencies submitted these Baseline Agreements in accordance with the Commission's SB 1 Accountability and Transparency Guidelines. Approval of the Baseline Agreements will establish the basis for project delivery and monitoring.

Commission staff has reviewed the Baseline Agreements and determined that the expected benefits, delivery schedules, costs, and funding plans are consistent with the projects approved by the Commission.

Background:

The Commission adopted the SB 1 Accountability and Transparency Guidelines at its March 21, 2018, meeting and adopted revised Guidelines at its March 23, 2023, meeting. The Guidelines direct 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 California Department of Transportation Director and District Director, the Commission's Executive Director, the project applicant, and the Implementing Agency

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: December 5-6, 2024

From: TANISHA TAYLOR, Executive Director

Reference Number: 4.13, Action

Prepared By: Ahmed Ghonim
Assistant Deputy Director

Published Date: November 22, 2024

Subject: Approval of Three State Highway Operation and Protection Program Baseline Agreements, Resolution SHOPP-P-2425-03B

Recommendation:

Staff recommends that the California Transportation Commission (Commission) approve the following three State Highway Operation and Protection Program (SHOPP) Baseline Agreements and establish these agreements as the basis for project delivery and monitoring:

Caltrans District	Expenditure Authorization Number (EA)	County	Route	Project Description (With embedded link to agreement)
05	1K680	San Luis Obispo	101	The project is located in the city of San Luis Obispo, at 4485 Vachell Lane. The project proposes to construct a new maintenance station and perform site development for an equipment shop to replace the aging and inadequate District 5 maintenance station and equipment shop facilities currently located at 50 Higuera Street and 66 Madonna Road.
08	1L150	San Bernardino	15	The project is located near Baker, from 0.6 miles north of Basin Road to 7.4 miles north of Route 127. The project proposes to rehabilitate pavement, drainage systems, and lighting; upgrade guardrail; replace sign panels; and install fiber optic cable, high tension cable barrier, and guardrail.

Caltrans District	Expenditure Authorization Number (EA)	County	Route	Project Description (With embedded link to agreement)
08	1N590	San Bernardino	15	The project is located near Baker, from 2.4 miles north of Afton Road to 5.0 miles south of Nipton Road. The project proposes to construct three wildlife crossings. There are additional financial contributions from Brightline West and the California Department of Fish and Wildlife.

Issue:

In accordance with the Commission's Senate Bill (SB) 1 Accountability and Transparency Guidelines, the California Department of Transportation (Caltrans) must submit SHOPP Baseline Agreements to the Commission for approval in order to establish these agreements as the basis for project delivery and monitoring.

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 SHOPP Guidelines.

Background:

The Commission adopted the SB 1 Accountability and Transparency Guidelines at its March 21, 2018 meeting and adopted revised Guidelines at its March 23, 2023 meeting. The Guidelines direct 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 Caltrans Director and District Director, the Commission's Executive Director, the project applicant, and the Implementing Agency.

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: December 5-6, 2024

From: TANISHA TAYLOR, Executive Director

Reference Number: 4.21, Action

Prepared By: Kacey Ruggiero
Associate Deputy Director

Published Date: November 22, 2024

Subject: Approval of Credit for the Monterey Branch Line Property Purchased with Proposition 116 Funds, Resolution G-24-78

Recommendation:

Staff recommends that the California Transportation Commission (Commission) approve a credit of \$16,765,000 from the Transportation Agency for Monterey County (TAMC) to the Commission for the Monterey Branch Line property. This property was purchased with 100 percent state funds through the Proposition 116 Clean Air and Transportation Improvement Act of 1990 (Proposition 116) program but was never used for its intended purpose of public passenger rail. The terms of the credit are outlined below and in the resolution, included in Attachment A:

- TAMC shall repay a credit of \$16,765,000 to the Commission by prioritizing local and federal funds and Senate Bill 125 Transit and Intercity Rail Program formula funds to eligible rail investments in Monterey County. Eligible rail investments must be consistent with Proposition 116 and implemented in coordination with TAMC.
- TAMC shall submit a project list to the Commission by its June 2025 meeting to identify rail investments up to \$16,765,000. TAMC shall report the progress of these investments to the Commission on an annual basis until the credit is fulfilled. The investments are considered complete upon acceptance of the construction contract.
- The Monterey Branch Line project will be relieved of the Proposition 116 restrictions upon approval of the credit terms effective from the December 5-6, 2024 Commission meeting.

Issue:

In August 2003, the Commission programmed \$9,370,000 in Proposition 116 funds to TAMC for acquisition of the Monterey Branch Line right-of-way for the San Francisco-Monterey Intercity Rail Project. The associated resolution (Resolution PA-03-06) stipulated that the Project was limited to a ten-year period to start operations, otherwise the right of way was required to be sold and the state reimbursed the then present value.

At the same August 2003 meeting, the Commission allocated the \$9,370,000 in programmed funds to TAMC. The associated resolution (Resolution BFP-03-02) stipulated that if the recipient failed or ceased to utilize the Project's property for the intended public transit purposes or sold or transferred title of the Project(s), the Commission was entitled to a then present value refund or credit at the State's option.

In September 2009, the Commission approved moving \$131,525 in savings from Proposition 116 funds from the Right of Way phase to the Project Approval & Environmental Document phase (Resolution PA-09-05). In the resolution allocating the funds (Resolution BFP-09-01), the Commission stipulated that in the event the recipient or successor public entities failed or ceased to utilize the Project for the intended public passenger rail purposes or sold or transferred title to the Project, the Commission was entitled to a then present value refund, or credit, at State's option, equivalent to the proportionate funding participation by the State towards the property acquisition and project construction.

At the time the Commission allocated the Proposition 116 funding for the Monterey Branch Line Project, TAMC was committed to establishing passenger rail in that corridor. However, for various reasons, including insufficient funding, TAMC did not establish passenger rail within the ten-year period. TAMC, is now pursuing a Bus Rapid Transit project in this corridor using the right of way purchased with the Proposition 116 funds. The Bus Rapid Transit project has committed federal and Transit and Intercity Capital Rail Program funding.

Pursuant to Resolution PA-03-06, the Proposition 116 funding approved by the Commission was to establish rail service for the Monterey Branch Line within 10 years. The rail service was not established, therefore, pursuant to Resolution BFP-03-02, TAMC is required to refund or credit the state the then-present value of the property. Staff has met with TAMC and reached agreement for the credit option. On October 6, 2024, an appraisal determined the then-present value to be \$16,765,000. Staff recommends that TAMC repay the \$16,765,000 credit to the Commission by prioritizing rail investments in Monterey County with local and federal funds. Staff also recommends that TAMC submit a project list to the Commission by its June 2025 meeting to identify rail investments up to \$16,765,000. TAMC will report their progress on rail investments to the Commission annually, until the credit is fulfilled.

Background:

Proposition 116, the Clean Air and Transportation Improvement Act of 1990, designated \$1.99 billion for specific projects, purposes, and geographic jurisdictions, primarily for passenger rail capital projects. Of this amount, Proposition 116 authorized \$1.852 billion for the preservation, acquisition, construction, or improvement of rail rights of way, rail terminals and stations, rolling stock acquisition, grade separations, rail maintenance facilities, and other capital expenditures for rail purposes.

California Public Utilities Code 99638 authorized \$17,000,000 in total for the extension of Caltrain service and other rail projects within Monterey County. The Commission committed the \$17,000,000 to the following projects: \$7,180,000 to the Rail Extension to Monterey County (Caltrain service); \$450,000 to SF/Seaside Monterey Intercity; and \$9,370,000 to the Monterey Branch Line.

Attachment:

- Attachment A: Resolution G-24-78

CALIFORNIA TRANSPORTATION COMMISSION
Approval of Credit for the Monterey Branch Line Property Purchased with
Proposition 116 Funds

RESOLUTION G-24-78

- 1.1 **WHEREAS**, in June 1990 the voters approved Proposition 116, the Clean Air and Transportation Improvement Bond Act of 1990, authorizing the sale of general obligation bonds for rail transit capital purposes; and
- 1.2 **WHEREAS**, Public Utilities Code Section 99638 authorized \$16,765,000 to the Transportation Agency for Monterey County (TAMC) for the following: (a) extension of the Caltrain service; or (b) other rail projects within Monterey County, contingent upon approval by the California Transportation Commission (Commission); and
- 1.3 **WHEREAS**, in December 1990, the Commission adopted Resolution G-90-23 which outlined the Policy and Application Guidelines for the Proposition 116 Program; and
- 1.4 **WHEREAS**, in July 2003, the Commission received and reviewed TAMC's application requesting \$9,370,000 in Proposition 116 funds for acquisition of the Monterey Branch Line project for the San Francisco-Monterey Intercity Rail Service Project; and
- 1.5 **WHEREAS**, in August 2003, the Commission approved Resolution PA-03-06 which programmed \$9,370,000 in Proposition 116 funds for the acquisition of the Monterey Branch Line Project; and
- 1.6 **WHEREAS**, Resolution PA-03-06 stipulated that the Project was limited to a ten-year period to start operations, otherwise the right of way was required to be sold and the state reimbursed the then value; and
- 1.7 **WHEREAS**, Resolution BFP-03-02, which allocated the \$9,370,000 at the same August 2003 Commission meeting, stipulated that in the event the recipient failed or ceased to utilize the projects property for the intended public transit purposes, or sold or transferred title of Project(s), the Commission was entitled to a then present value refund or a credit at the State's option; and
- 1.8 **WHEREAS**, in September 2009, the Commission approved Resolution PA-09-05 to move \$131,525 in savings from Proposition 116 funds from the Right-of-Way phase and to the Project Approval & Environmental Document phase to complete the environmental document for the Monterey Branch Line; and

- 1.9 **WHEREAS**, Resolution PA-09-05 stipulated that in the event the recipient failed or ceased to utilize the Project for the intended public passenger rail purposes, or sold or transferred title to the Project, the Commission was entitled to a then present value refund, or a credit at the State's option, equivalent to the proportionate funding participation by the State towards the property acquisition and project construction; and
- 2.1 **WHEREAS**, in January 2024, the Commission was informed that TAMC did not meet the requirements of Proposition 116 and Resolution PA-09-05 for the property to be used for public passenger rail purposes; and
- 2.2 **WHEREAS**, in October 2024, TAMC obtained an appraisal, with oversight by Caltrans, to determine the then-present value which was identified as \$16,765,000; and
- 2.3 **NOW THEREFORE, BE IT RESOLVED**, that the Commission hereby authorizes a credit of \$16,765,000 to be paid from TAMC to the Commission for the Monterey Branch Line property purchased with 100 percent state funds through the Proposition 116 program; and
- 2.4 **BE IT FURTHER RESOLVED**, that TAMC shall repay the credit to the Commission by prioritizing local and federal funds and Senate Bill 125 Transit and Intercity Rail Program formula funds to eligible rail investments in Monterey County; and
- 2.5 **BE IT FURTHER RESOLVED**, that eligible rail investments must be consistent with Proposition 116; and
- 2.6 **BE IT FURTHER RESOLVED**, that TAMC shall submit a project list to the Commission by its June 2025 meeting to identify rail projects up to \$16,765,000; and
- 2.7 **BE IT FURTHER RESOLVED**, that TAMC shall report the progress of these investments to the Commission on an annual basis until the credit is fulfilled; and
- 2.8 **BE IT FURTHER RESOLVED**, that the investments are considered complete upon acceptance of the construction contract; and
- 2.9 **BE IT FURTHER RESOLVED**, that the Monterey Branch Line project will be relieved of the Proposition 116 restrictions upon approval of the credit terms effective from the December 5-6, 2024 Commission meeting.

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: December 5-6, 2024

From: TANISHA TAYLOR, Executive Director

Reference Number: 4.14, Information

Prepared By: Destiny Preston
Assistant Deputy Director

Published Date: November 22, 2024

Subject: Innovations in Transportation: Miocar

Summary:

Gloria Huerta, Chief Operating Officer at Miocar, will provide an overview of the organization's work to enhance mobility through their electric vehicle carsharing service. Ms. Huerta will highlight successes and lessons learned to promote equitable clean transportation across California.

Background:

Miocar is a non-profit organization that offers a membership-based electric vehicle carsharing service throughout California. They are focused on providing mobility solutions that enhance access to affordable transportation options in underserved communities. Miocar has an electric vehicle fleet to reduce greenhouse gas emissions.

Miocar currently operates in Tulare and Kern Counties, as well as Richmond, Stockton, and Escalon, with plans to expand service to Watsonville. Miocar has established partnerships with numerous public agencies, including the City of Richmond, the San Joaquin Valley Air Pollution Control District, and the California Air Resources Board.

To learn more, visit: www.miocar.org

MEMORANDUM

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 5-6, 2024

From: STEVEN KECK, Chief Financial Officer

Reference Number: 2.4d.(2), Action Item

Prepared By: René Fletcher, Chief (Acting)
Division of Right of Way and Land Surveys

Subject: **CONVEYANCE OF EXCESS STATE-OWNED REAL PROPERTY - ROBERTI ACT**

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 Deed summarized below. The conveyance of excess State-owned real property is pursuant to Section 118 of the Streets and Highways Code and specific to this Director's Deed, the Roberti Act (Government Code § 54235 et seq.) and the State Route (SR) 710 Sales Program regulations (21 CCR 1475 et seq.).

The Roberti Act requires the Department to dispose of SR 710 Surplus Residential Properties (Properties), originally acquired for the SR 710 extension project and located in Pasadena, South Pasadena and El Sereno Community of Los Angeles, in a manner that preserves, maintains, and expands the supply of housing to persons and families of low to moderate income and sets forth the priorities and procedures for such disposals. Properties being sold pursuant to the Robert Act are not subject to Executive Orders N-06-19 or N-23-20.

The Director's Deed included in this item in the amount of \$21,500 will be deposited in the SR 710 Rehabilitation Account in accordance with Government Code (Gov. Code) § 54237.7 to fund lender required repairs for properties being sold at affordable prices to persons and families of low or moderate income. Funds in the SR 710 Rehabilitation Account exceeding \$1,200,000 are transferred to the State Highway Account for allocation by the Commission to exclusively fund projects located in Alhambra, Pasadena, South Pasadena, La Cañada Flintridge, and the 90032 postal zip code.

"Provide a safe and reliable transportation network that serves all people and respects the environment."

BACKGROUND:

In August 2022, the Department offered to sell 37 Properties in El Sereno by soliciting interest from approved Housing Related Entities (HREs). Pursuant to the Roberti Act, as amended under Senate Bill 51 (Durazo, 2021), HREs have priority to purchase unoccupied Properties, and specific to Properties in El Sereno, no preference is provided to public HREs. Therefore, both private and public HREs are treated equally and must compete in the bid submittal process for the opportunity to purchase.

The Properties were offered in accordance with Gov. Code § 54239.1(c) and 21 CCR § 1485 at the Department's original acquisition prices, as-is, without warranty for use as affordable housing. Properties sold at less than fair market value are subject to recorded covenants containing the use and resale restrictions to ensure use as affordable rental housing for a term of 55 years or affordable owner-occupied housing for a term of 45 years. In accordance with Gov. Code § 54239.1(c)(4), the City of Los Angeles will monitor compliance with the covenant for Properties in El Sereno.

The Department, with assistance from the Department of Housing and Community Development, reviewed and ranked all bids received, and in August 2023, awarded the 37 Properties to the top ranked HRE for each Property. The Commission previously approved 35 of the 37 Properties of which 25 have closed escrow with the remaining 10 properties scheduled to close escrow this fall. The Director's Deed for this Book Item is one of the remaining two properties yet to be approved by the Commission.

"Provide a safe and reliable transportation network that serves all people and respects the environment."

DIRECTOR'S DEED:

01-07-LA-710-PM 28.6

Disposal Unit # DD 64556-01-01

Fair Market Value Appraisal: Non-Applicable

Convey to: San Gabriel Valley Habitat for Humanity, Inc.

City of Los Angeles

8,221 square foot (s.f.) lot

962 s.f. Single-family residence

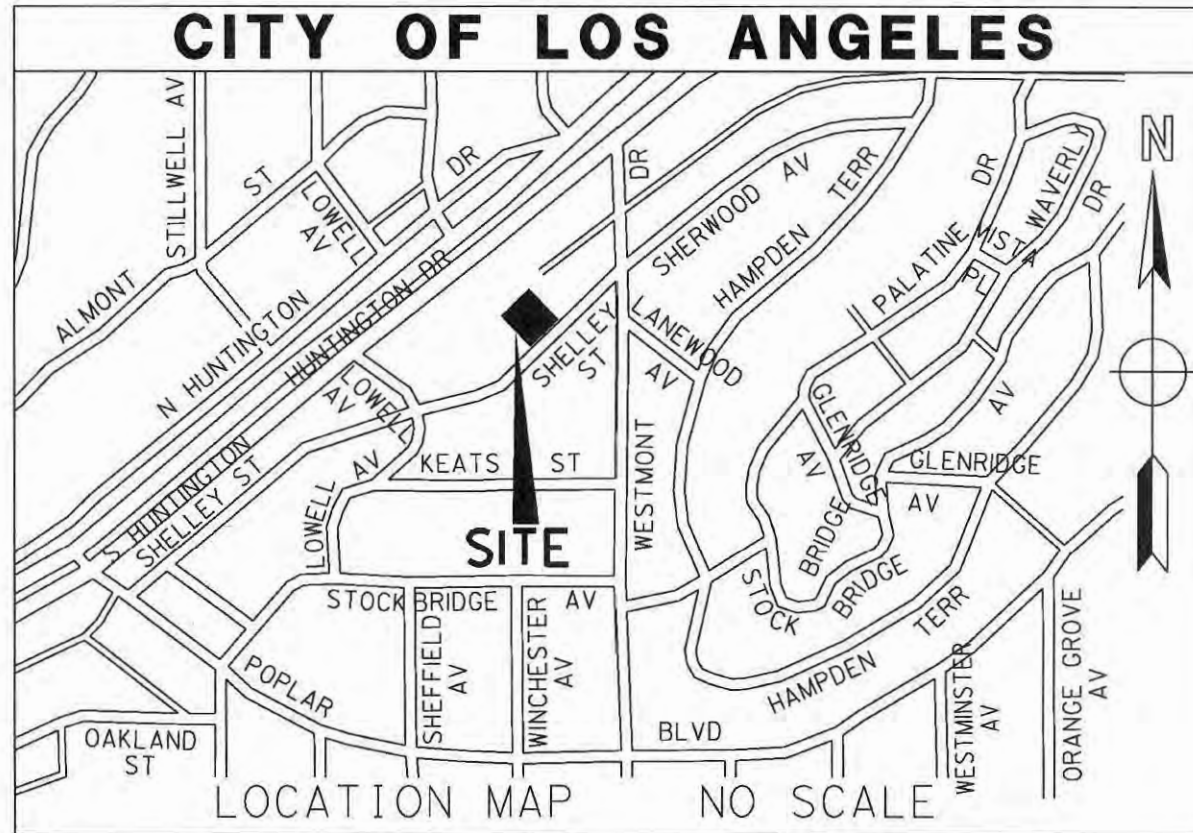
Sales Price: \$21,500

Direct sale. Disposal unit is an unoccupied single-family residence being sold pursuant to the Roberti Act. San Gabriel Valley Habitat for Humanity, Inc., meets the criteria required for purchasing as a HRE, and the sales price represents the requirement to sell the property at the original acquisition price paid by the Department pursuant to Gov. Code § 54239.1(c)(1). A Declaration of Covenants, Conditions, and Restrictions will be recorded against the property providing the use and resale restrictions including the requirement to utilize the property for affordable rental housing for 55 years or affordable homeownership for 45 years.

Attachment(s):

Exhibit 1A - 1B - Parcel Maps

EXHIBIT "B"



COUNTY OF LOS ANGELES

LOCATION MAP

NOTES

All distances are in meters unless otherwise noted.

LEGEND

STATE OF CALIFORNIA
CALIFORNIA STATE TRANSPORTATION AGENCY
DEPARTMENT OF TRANSPORTATION

**RIGHT OF WAY
DIRECTOR'S DEED
DD 64556-01-01**

NOT TO SCALE

REF.: R/W MAP NO. F1530-7 DATE: 02-18-2021

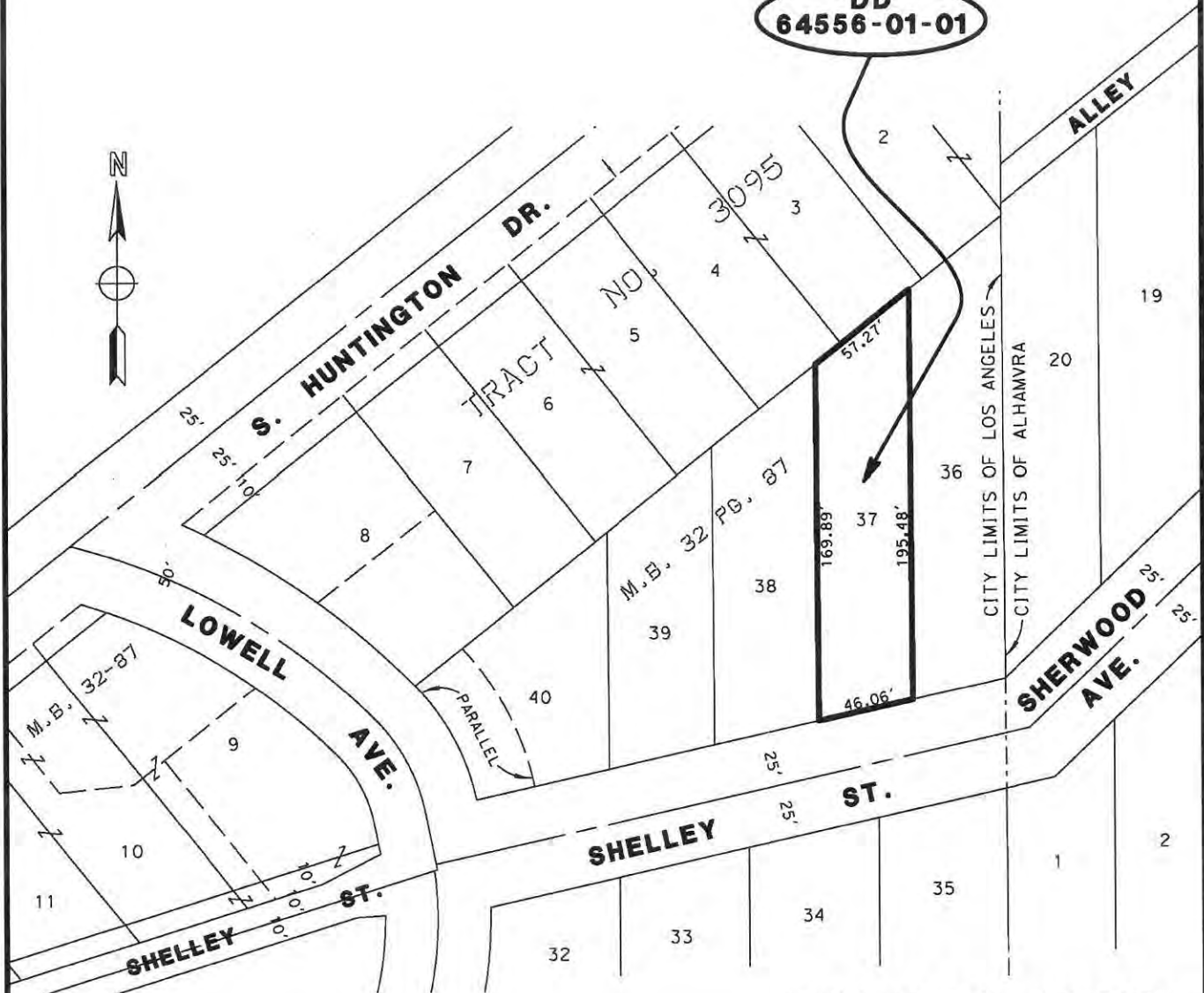
DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
07	LA	710	28.6	1	2

DIST	COUNTY	ROUTE	POST MILE
07	LA	710	28.6

PARCEL NO. **AREA**
DD 64556-01-01 **8,221 SF**

8,221 S.F.

**DD
64556-01-01**



CITY OF LOS ANGELES

STATE OF CALIFORNIA-DEPARTMENT OF TRANSPORTATION-DISTRICT 07

**5469 SHELLEY STREET
LOS ANGELES, CA 90032**

PLAT ACCOMPANYING

**ASSESSOR IDENTIFICATION NO.
5292-020-905**

DIRECTOR'S DEED DD 64556-01-01

**SCALE: NOT TO SCALE SHEET 2 OF 2
DRAWN: ST CHKD: JA
DATE: 02-18-2021**

REF. MAP: R/W MAP NO. F1530-7

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: December 5-6, 2024

From: TANISHA TAYLOR, Executive Director

Reference Number: 2.2c.(5), Action

Prepared By: Cherry Zamora
Associate Deputy Director

Published Date: November 22, 2024

Subject: Approval of Project for Future Consideration of Funding – Vincent Thomas Bridge Deck Replacement Project, Resolution E-24-116

Recommendation:

Staff recommends the California Transportation Commission (Commission), as a Responsible Agency under the California Environmental Quality Act (CEQA), approve the attached Resolution E-24-116 (Attachment A), which accepts the Final Environmental Impact Report for the Vincent Thomas Bridge Deck Replacement Project (Project) in Los Angeles; approves the Project for future consideration of funding; makes CEQA Findings (Attachment C); and adopts a Statement of Overriding Considerations (Attachment D).

Issue:

The California Department of Transportation (Caltrans) is the CEQA Lead Agency for the Project. The project is located on the Vincent Thomas Bridge (Bridge 53-1471) on State Route 47 in the Port of Los Angeles. The project would replace the deteriorated bridge deck, upgrade seismic sensors, and improve the existing median barrier and railings.

For all projects that are seeking funding through a program under the purview of the Commission, full compliance with CEQA is required. The Commission will not allocate funds to projects for design, right-of-way, or construction until the environmental document is complete, and the Commission has approved the environmentally cleared project for future consideration of funding.

Background:

On October 24, 2024, Caltrans certified the Final Environmental Impact Report for the Project. Caltrans found that the Project would have significant and unavoidable impacts on cumulative temporary air quality, traffic and transportation, and environmental justice. These impacts would remain significant and unavoidable even with implementation of the project's mitigation measures, which include: compliance with laws and regulations related to air quality (including South Coast Air Quality Management District rules on visible emissions, public nuisance,

fugitive dust, asbestos, and limitation of idling), application of best management practices, requiring off-road construction equipment be outfitted with engines meeting Tier 4 emissions standards, using properly tuned and maintained construction equipment, temporary restriping and signal synchronization of identified intersections, repairing detour routes, implementing a Transportation Management Plan, coordinating projects with overlapping construction, and regular and ongoing community engagement.

Impacts that require mitigation measures in order to be reduced to less than significant levels relate to biological resources, traffic, and transportation. Mitigation measures include temporary restriping and signal synchronization of identified intersections, repairing detour routes, implementing a Transportation Management Plan, use of nesting exclusionary devices on the bridge prior to construction, bird surveys, biological monitoring, construction staff training, limiting nightwork, and compensatory mitigation through construction of an artificial nest platform.

The Commission, in its independent judgment as a CEQA responsible agency, has reviewed and considered the Final Environmental Impact Report prepared by Caltrans. The Commission's Findings and Statement of Overriding Considerations, included in Attachment C and Attachment D respectively, have been prepared pursuant to CEQA.

Attachments:

- Attachment A: Resolution
- Attachment B: Notice of Determination
- Attachment C: California Transportation Commission - Findings
- Attachment D: California Transportation Commission - Statement of Overriding Considerations
- Attachment E: Lead Agency Request for Approval of Project for Future Consideration of Funding Resolution E-24-116
 - Attachment 1: Map
 - Attachment 2: California Department of Transportation -- Findings
 - Attachment 3: California Department of Transportation -- Statement of Overriding Considerations

CALIFORNIA TRANSPORTATION COMMISSION

Resolution for Future Consideration of Funding

07-LA-47, PM 0.4/2.0

Resolution E-24-116

- 1.1 WHEREAS, the California Department of Transportation (Caltrans) has completed a Final Environmental Impact Report pursuant to the California Environmental Quality Act (CEQA) and the CEQA Guidelines for the following project:
 - Vincent Thomas Bridge Deck Replacement on State Route (SR) 47 in Los Angeles County. Replace the entire bridge deck and seismic sensors of the bridge to preserve the functionality and structural integrity of the bridge deck and to enhance the bridge's overall safety. (PPNO 6024)
- 1.2 WHEREAS, Caltrans 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 (Commission), as a responsible agency, has considered the information contained in the Final Environmental Impact Report; and
- 1.4 WHEREAS, the project will have a significant effect on the environment; and
- 1.5 WHEREAS, the Commission has made findings as required by California Code of Regulations, title 14, section 15096, subdivision (h); and
- 1.6 WHEREAS, the Commission has adopted a Statement of Overriding Considerations pursuant to California Code of Regulations, title 14, section 15093;
- 2.1 NOW, THEREFORE, BE IT RESOLVED that the California Transportation Commission does hereby approve the above referenced project to allow for future consideration of funding.

NOTICE OF DETERMINATION

To: Office of Land Use and Climate Innovation
1400 Tenth Street, Room 121
Sacramento, CA 95814

From: California Transportation Commission
Attn: Cherry Zamora
1120 N Street, MS 52
Sacramento, CA 95814
(916) 654-4245

Subject: Filing of Notice of Determination in compliance with Section 21108 of the Public Resources Code.

Project Title: Vincent Thomas Bridge Deck Replacement Project

2023040301	Jason Roach	(213) 310-2653
State Clearinghouse Number	Lead Agency Contact Person	Area Code/Telephone

Project Location (include county): State Route (SR) 47 from postmile (PM) 0.4 to PM 2.0, in Los Angeles County.

Project Description: Replace the entire bridge deck and seismic sensors of the bridge to preserve the functionality and structural integrity of the bridge deck and to enhance the bridge's overall safety.

This is to advise that the California Transportation Commission has approved the above described project on _____ (☐ Lead Agency/ ☒ Responsible Agency)

December 5-6, 2024, and has made the following determinations regarding the above described project:

1. The project (☒ will/ ☐ will not) have a significant effect on the environment.
2. ☒ An Environmental Impact Report was prepared for this project pursuant to the provisions of CEQA.
☐ A Negative Declaration was prepared for this project pursuant to the provisions of CEQA.
3. Mitigation measures (☒ were/ ☐ were not) made a condition of the approval of the project.
4. Mitigation reporting or monitoring plan (☒ was / ☐ was not) adopted for this project.
5. A Statement of Overriding Considerations (☒ was / ☐ was not) adopted for this project.
6. Findings (☒ were/ ☐ were not) made pursuant to the provisions of CEQA.

The above identified document with comments and responses and record of project approval is available to the General Public at: <https://www.virtualeventroom.com/caltrans/vtb/> and Caltrans District 7, 100 South Main Street, MS-16A, Los Angeles, CA 90012.

TANISHA TAYLOR		Executive Director California Transportation Commission
<i>Signature (Public Agency)</i>	<i>Date</i>	<i>Title</i>

Date received for filing at Office of Land Use and Climate Innovation:



Project Name: Vincent Thomas Bridge Deck Replacement
DIST-CO-RTE-PM: 07-LA-SR 47-0.4/2.0
EA: 39020
EFIS ID: 0722000334
SCH#: 2023040301

CALIFORNIA TRANSPORTATION COMMISSION FINDINGS OF FACT

FOR

THE STATE ROUTE 47 VINCENT THOMAS BRIDGE DECK REPLACEMENT PROJECT

The following information is presented to comply with California Environmental Quality Act (CEQA) Guidelines, California Code of Regulations, title 14, sections 15091 and 15096, and also title 21, section 1501 et seq. Reference is made to the Final Environmental Impact Report (EIR) for the project, which is the basic source for the information.

The following effects have been identified in the Final EIR as resulting from the project. Effects found not to be significant have not been included.

Cumulative

Adverse Environmental Effects:

The proposed Build Alternative with the single-stage construction (full bridge closure) option would result in temporary significant cumulatively considerable air quality and traffic impacts to environmental justice communities. In addition, the other reasonably foreseeable projects in the region may result in temporary impacts to environmental justice communities.

Implementation of the proposed Build Alternative (single-stage construction) would result in temporary emissions increases affecting air quality for residents particularly due to increased use of detour routes. In addition, the other reasonably foreseeable projects in the project area may result in temporary air quality impacts.

The impacts to traffic conditions within the project area, including increased traffic congestion and delay resulting from the closure of the Vincent Thomas Bridge, would be temporary and would vary in duration and severity depending on the construction staging option implemented. The single-stage construction staging option (full bridge closure) would result in the greatest increase in intersection delay, origin-destination



travel time, and corridor vehicle miles traveled (VMT)/vehicle-hour delay, and the greatest decrease in segment speed; therefore, temporary significant cumulatively considerable traffic impacts within the project area are anticipated with implementation of the Build Alternative (full bridge closure construction option).

Findings:

Changes or alterations have been required in, or incorporated into, the project, which avoid or substantially lessen the significant environmental effect as identified in the final EIR.

Statement of Facts:

The project includes measures to address direct temporary impacts to traffic flow in the project area, including coordination with other agencies on targeted pavement rehabilitation of detour routes, intersection improvements, and the implementation of a Transportation Management Plan. In addition, regular coordination with other agencies and projects regarding construction timing and potential traffic detours, along with regular community engagement, would provide a managed effort to inform the public and to maintain traffic flow and transit service through the project area, thereby minimizing potential temporary cumulative transportation impacts. Temporary construction-related air quality impacts would be minimized through the application of construction equipment emissions reduction measures; however, temporary cumulatively considerable impacts to air quality and traffic for the Build Alternative with the full bridge closure option are anticipated.

Transportation

Adverse Environmental Effects:

Transportation projects that reduce, or have no impact on, VMT should be presumed to cause a less than significant transportation impact. This project's Build Alternative has four different construction staging options. The two-stage, three-stage, and full nighttime closure construction options would maintain existing conditions upon completion and would have no permanent impact on VMT. Temporary closures of the bridge would slightly increase VMT for some origin and destination routes that otherwise would have used the Vincent Thomas Bridge.

The single-stage (full-closure) construction option would maintain existing conditions upon completion and would have no permanent impact on VMT. The temporary closure of the entire bridge would not measurably increase VMT in the project area; however, the increase of 0.12 percent in VMT for the Community Impact Assessment Study Area is larger than the other three construction staging options being considered.



Findings:

Changes or alterations have been required in, or incorporated into, the project, which avoid or substantially lessen the significant environmental effect as identified in the final EIR.

Statement of Facts:

The two-stage, three-stage, and full nighttime closure construction options would maintain existing conditions upon completion and would have no permanent impact on VMT. Temporary closures of the bridge would slightly increase VMT for some origin and destination routes that otherwise would have used the Vincent Thomas Bridge; however, these impacts are minimal and would be further minimized by project measures (coordination with other agencies on targeted pavement rehab of detour routes, intersection improvements, and a Traffic Management Plan); therefore, these construction staging options would result in a less than significant impact.

The single-stage (full-closure) construction option would maintain existing conditions upon completion and would have no permanent impact on VMT. The temporary closure of the entire bridge would not measurably increase VMT in the project area; however, the increase of 0.12 percent in VMT for the Community Impact Assessment Study Area is larger than the other three construction staging options being considered. The Build Alternative would result in a temporary less than significant impact with mitigation incorporated to the VMT guidance in State CEQA Guidelines Section 15064.3, subdivision (b) for the single-stage (full-closure) option.

Implementation of strategies including regular coordination with other agencies and projects regarding construction timing and potential traffic detours, along with regular community engagement, would provide a managed effort to inform the public and to maintain traffic flow and transit service through the project area, thereby minimizing potential temporary transportation impacts.

Biology

Adverse Environmental Effects:

The proposed project would interfere with bird nesting by occupying the same space in which nesting would occur. Since the project must place platforms under the bridge deck to capture demolition debris and prevent that debris from entering the channel, there would be a substantial amount of human activity around the area that birds, especially the peregrine falcon, nest. This heightened activity would cause disturbance to the birds. The construction of the debris catchment system would also impede access to space under the bridge deck, making ingress and egress to that space difficult for nesting birds. Demolishing the bridge deck would also cause debris to fall onto and around the existing nest and/or newly constructed nests, which could cause nest failure, and which would also interfere with nesting. Lastly, the noise from concrete demolition



and other activities would harass the nesting birds, since it would occur within 150 to 500 feet of the nest or closer. With implementation of the measures below, the impacts to bird (peregrine falcon) habitat would be less than significant with mitigation incorporated.

Findings:

Changes or alterations have been required in, or incorporated into, the project, which avoid or substantially lessen the significant environmental effect as identified in the final EIR.

Statement of Facts:

With implementation of the measures below, the impacts to bird (peregrine falcon) habitat would be less than significant.

- To prevent the project from interrupting nesting and causing nest failure, which would result in a substantial waste of energy and decreased ease of reproduction for the peregrine falcon, Caltrans would install nesting exclusionary devices on the bridge prior to the nesting season in which construction is planned to occur. These devices shall be installed prior to the initiation of demolition activities within 500 feet of existing nesting locations. If existing nesting sites are occupied, then exclusion activities shall not occur until after the last young leave the nests. The exclusionary devices would prevent the falcon and other birds from attempting to nest on the bridge. Specifications of the exclusionary devices will be determined during the design phase of the project in coordination with the California Department of Fish and Wildlife and the United States Fish and Wildlife Service to ensure efficacy and safety.
- A biologist with experience in surveying and monitoring avian activity will survey the bridge and its surroundings prior to construction if it occurs during the bird nesting season (February 1st to September 1st). A lapse in construction is not planned, but if there is a lapse in construction for longer than 3 days, a repeat survey would be performed. If birds are observed attempting to nest on the bridge, then a no-work buffer around the nest would be implemented and Caltrans would conduct consultation with the United States Fish and Wildlife Service and the California Department of Fish and Wildlife.
- A biologist will monitor the bridge during construction for signs of whether birds are nesting on the bridge. They will keep track of nesting birds on the bridge and evaluate whether construction has the potential to, or is, disturbing nesting birds. The biological monitor will also observe construction to ensure that construction best management practices are applied to prevent incidental effects to the channel, water quality, and jurisdictional waters.



- If nests are found on the Vincent Thomas Bridge, a qualified biologist shall monitor the nests weekly during the project and shall send monitoring reports to the California Department of Fish and Wildlife.
- A qualified biologist will make a presentation to construction staff who are on site for longer than 30 minutes. The staff will be advised on the bird species that have been known to occur in the project area, their nest appearance and siting factors, the project's conservation measures, and the procedures for reporting and avoiding nesting migratory birds.
- If night work is necessary, it shall be limited, and light shall be downcast and shielded to avoid unnecessary illumination of non-active work areas.
- Compensatory Avoidance Measure. Prior to the nesting season in which construction is planned to occur, Caltrans will construct an artificial nest platform outside of the project impact area within the Port of Long Beach/Port of Los Angeles complex to compensate for the temporary loss of the nesting space on the Vincent Thomas Bridge. The artificial nest platform will likely be placed close to the bridge so that falcons that repeatedly nest on the Vincent Thomas Bridge are aware of the artificial nesting platform. The platform would be constructed in a way, and at a site, that would make it suitable for peregrine falcon nesting, taking into consideration the elevation, the visibility of the platform, and other site characteristics. Potential nest platform sites will be discussed in consultation with the California Department of Fish and Wildlife. The artificial nest platform shall remain in place after project completion.

DOCUMENT AVAILABILITY

Documents or other material which constitute the record of the proceedings upon which the California Transportation Commission's decision is based are available at <https://www.virtualeventroom.com/caltrans/vtb/> and Caltrans District 7, 100 South Main Street, MS-16A, Los Angeles, CA 90012.

Tanisha Taylor

Executive Director

Signature

Date



Project Name: Vincent Thomas Bridge Deck Replacement Project
DIST-CO-RTE-PM: 07-LA-SR 47-0.4/2.0
EA: 39020
EFIS ID: 0722000334
SCH #: 2023040301

**CALIFORNIA TRANSPORTATION COMMISSION
STATEMENT OF OVERRIDING CONSIDERATIONS**

FOR

THE VINCENT THOMAS BRIDGE (VTB) DECK REPLACEMENT PROJECT

The following information is presented to comply with California Environmental Quality Act (CEQA) Guidelines, California Code of Regulations, title 14, sections 15091 and 15096, and also title 21, section 1501 et seq. Reference is made to the Final Environmental Impact Report (EIR) for the project, which is the basic source for the information.

The California Transportation Commission, in its independent judgment as a CEQA responsible agency, reviewed and considered the Final EIR prepared by the California Department of Transportation and finds that the Final EIR contains a complete, objective, and substantiated reporting of the project's potential impacts.

The following impacts have been identified as significant and not fully mitigable:

Cumulative Impacts

The Build Alternative proposes to replace the deck of the Vincent Thomas Bridge; replace the median concrete barriers, fencing, and guardrails; and upgrade the bridge's seismic sensors. The cumulative impact analysis determines whether the Build Alternative, in combination with other past, present, or reasonably foreseeable projects, would result in a cumulative effect and, if so, whether the Build Alternative's contribution to the cumulative impact would be considerable.

A Resource Study Area corresponds to a geographic area cumulative impact that a particular resource can be analyzed within. Only active projects, defined as currently under construction or planned, were considered within each Resource Study Area. These projects were identified using information obtained from Caltrans and agency websites within the Resource Study Area. The identified projects are located in the Port of Los



Angeles, Port of Long Beach, and the cities of Los Angeles, Long Beach, and Carson. The projects included are those that could contribute to cumulative impacts within the study area for each respective resource analyzed in the Final EIR (see Table 2.23-1 of the Final EIR).

The following resources were evaluated for cumulative impacts:

Air Quality

Resource Study Area:

The Resource Study Area for air quality cumulative impacts is a roughly 52-square-mile area that includes the communities of Wilmington, Harbor City, San Pedro, and Terminal Island within the city of Los Angeles, a portion of the cities of Carson and Long Beach, and both the Port of Los Angeles and the Port of Long Beach. The Resource Study Area encompasses the area where secondary or indirect impacts from construction or operations of the Build Alternative are anticipated to occur, including the proposed detour routes that would be necessary to divert traffic from the bridge during project construction.

While air quality within the region has been improving, due to local and State rules, which have resulted in cleaner emission cars and industries, the residents of Wilmington, Carson, and West Long Beach are located adjacent to several sources of pollution, including the Port of Los Angeles and the Port of Long Beach, five oil refineries, nine rail yards, four major freeways, several chemical facilities, and the third largest oilfield in the contiguous United States (Yee and Getahun 2022). The Port of Los Angeles and the Port of Long Beach are the two busiest ports in the nation and have seen increases in congestion due to increased cargo imports and supply chain disruptions. This has resulted in more anchored ships running on auxiliary engines waiting to dock along with the increased truck and train activity to move the cargo. Therefore, the overall health of the resource within the Resource Study Area could be classified as in poor health, declining health, or at risk.

Project Impact:

As discussed in Section 2.13 of the EIR (Air Quality), implementation of the Build Alternative would result in no appreciable long-term difference in air quality conditions between the Build and No Build Alternatives because the project is not expected to permanently change the vehicle capacity or traffic patterns on the Vincent Thomas Bridge or surrounding roads. The proposed project would have no effect on long-term mobile source emissions in the region. There is no potential for an increase in permanent emissions that could contribute to cumulative emissions or interfere with air quality plans that are designed to reduce cumulative air quality impacts.

There is the potential that local and regional air quality would be temporarily affected for 16 months during construction of the Build Alternative. Emissions from construction equipment powered by gasoline and diesel engines would include carbon monoxide,



nitrogen oxides, volatile organic compounds, minimal amounts of sulfur oxides, directly emitted PM_{2.5}, particulate matter less than 10 microns in size (PM₁₀), and toxic air contaminants such as diesel exhaust particulate matter. These emissions would be temporary and limited to the immediate area surrounding the construction site. Short-term degradation of air quality may also occur from the release of particulate emissions (airborne dust) generated by demolition, hauling, and other activities related to construction; however, the potential for these emissions to affect sensitive receptors would be very low due to construction occurring predominantly within the existing bridge structure footprint. As shown in Table 2.13-9 of the EIR, the temporary increases in emissions and incremental changes in PM₁₀ concentrations within the Resource Study Area communities would remain below applicable regulatory thresholds for all construction scenarios. Additionally, the effects of the temporary construction-related emissions would be minimized with implementation of the following measures (identified as AM-AQ-1, AM-AQ-2, and PF-AQ-1 in the EIR):

- AM-AQ-1 The construction contractor must comply with the Caltrans' Standard Specifications in Section 14-9 (2023):
- Section 14-9-02 specifically requires compliance by the contractor with all applicable laws and regulations related to air quality, including air pollution control district and air quality management district regulations and local ordinances.
 - Section 14-9.05 requires identification of the local air quality jurisdiction (South Coast Air Quality Management District) and for the contract to comply with all applicable rules and best management practices.
- AM-AQ-2 The construction contractor must also comply with Caltrans project-specific Non-Standard Special Provisions 5-1.33 and 7-1.02C, which require that off-road construction equipment be outfitted with engines meeting Tier 4 emissions standards and that all certification and maintenance documentation be provided prior to equipment use. Implementation of these Non-Standard Special Provisions would reduce emissions of ozone precursors and criteria pollutants (primarily particulate matter and nitrogen oxides) during construction activities.
- PF-AQ-1 Construction equipment and vehicles will be properly tuned and maintained. All construction equipment will use low sulfur fuel as required by 17 California Code of Regulations Section 93114.
- The construction contractor must comply with South Coast Air Quality Management District rules, including Rule 401 (Visible Emissions), Rule 402 (Nuisance), Rule 403 (Fugitive Dust), and Rule 1403 (Asbestos Emissions from Demolition/Renovation Activities).
 - Diesel-powered off-road equipment shall limit idling in accordance with the California Air Resources Board "Regulation for In-Use Off-Road Diesel-Fueled Fleets" (13 California Code of Regulations Section 2449).



- Diesel-powered on-road vehicles and trucks shall limit idling in accordance with the California Air Resources Board's "Airborne Toxic Control Measure to Limit Diesel-Fueled Commercial Motor Vehicle Idling" (13 California Code of Regulations Section 2485)."

The proposed project is located within one of the identified Assembly Bill (AB) 617 communities (Wilmington/Long Beach/Carson) for which the California Air Resources Board is required to establish a program to reduce air pollution exposure. To help address public health disparities in these communities, Caltrans requires construction equipment to have engines that comply with United States Environmental Protection Agency Tier 4 emission standards for off-road diesel-fueled vehicles. The proposed project will incorporate two Non-Standard Special Provisions to ensure that contractors use equipment outfitted with Tier 4 engines during construction (7-1.02C) and that all appropriate certification documentation is provided for use authorization (5-1.33).

Current and Reasonably Foreseeable Future Actions:

Current and reasonably foreseeable actions in the Resource Study Area include transportation and in-fill development projects listed in Table 2.23-1 of the EIR. There is the potential for temporary increases in construction-related emissions during the construction of each project. However, the construction-related impacts from these projects would be relatively short term and would be minimized to the greatest extent feasible with implementation of standard construction best management practices to minimize construction emissions.

Implementation of these projects would add additional employment locations, residential units, commercial and recreational facilities, and increased port operations. This anticipated growth would likely result in an increase in traffic and associated vehicle emissions within the Resource Study Area due to more vehicles traveling to/from and within it. In addition, proposed projects at the ports would result in increases in criteria pollutant emissions compared to current levels due to increased ship, rail, and truck operations at the ports.

Conclusion of Cumulative Impacts:

As noted above, implementation of the proposed Build Alternative would not result in an increase in permanent emissions but would result in temporary emission increases affecting air quality for residents. In addition, the other reasonably foreseeable projects may result in temporary air quality impacts. With the implementation of AM-AQ-1, AM-AQ-2, PF-AQ-1 (see above), Non-Standard Special Provisions, and best management practices, temporary air quality impacts associated with the proposed project would be minimized; however, temporary cumulatively considerable air quality impacts within the Resource Study Area are anticipated with implementation of the Build Alternative.



Traffic and Transportation

Resource Study Area:

The Resource Study Area for transportation-related cumulative impacts is a roughly 52-square-mile area that includes the communities of Wilmington, Harbor City, San Pedro, and Terminal Island within the city of Los Angeles, and a portion of the city of Carson, and the city of Long Beach, and both the Port of Los Angeles and the Port of Long Beach. The Resource Study Area encompasses the proposed detour routes that would be necessary to divert traffic from the bridge during project construction. The conceptual detour routes include Sepulveda Boulevard between Interstate 710 (I-710) and Interstate 110 (I-110), Pacific Coast Highway (PCH) between SR-47 and I-110, Harry Bridges Boulevard/Alameda Street/E. Anaheim Street between SR-47 and I-110, and portions of State Route (SR) 103, SR-47, I-110, and I-710 between the Vincent Thomas Bridge and Sepulveda Boulevard. Within the Resource Study Area, 50 of the 59 intersections are controlled with either traffic signals or stop controls (see Section 2.10 of the EIR). The sum of traffic volumes entering all the study intersections varies between approximately 158,000 vehicles in the AM peak hour to approximately 162,000 vehicles in the PM peak hour. Existing traffic conditions within the Resource Study Area show that the majority of intersections operate at a level of service D or better during weekday AM, mid-day, and PM peak hours, with only 10 of 50 intersections operating at a level of service E or F in the AM peak hour and 12 of 50 operating at level of service E or F in the PM peak hour. Based on the current operational conditions within the Resource Study Area, the overall traffic conditions are not classified as in poor health, declining health, or at risk.

Project Impacts:

Traffic analysis indicates that the Build Alternative would result in increased congestion at intersections throughout the Resource Study Area for all peak periods. Congestion is determined by adding the change in vehicle delay at intersections plus the change in level of service. The average delay increase is 37 percent compared to the baseline for the single-stage option (full bridge closure).

Similarly, the projected traffic increases along the proposed detour routes during the peak periods would vary by staging option, with the PM peak period showing the greatest increases. On Sepulveda Boulevard, the increase in traffic during the PM peak period would range from 97 to 270 vehicles, on PCH the increase in vehicles would range from 113 to 414, while Harry Bridges Boulevard would experience the greatest increase in detoured traffic with 315 to 762 additional vehicles. Average speeds along all roadway segments would be reduced during all peak periods with the single-stage option (full bridge closure) resulting in the greatest reduction. During the construction period, there would be a small increase in vehicle miles traveled (VMT), of up to a 0.12 percent increase for the single-stage construction option.



Following completion of the improvements associated with the Build Alternative, the Vincent Thomas Bridge would maintain its existing configuration, and traffic patterns would not be altered. Therefore, implementation of the project would not induce additional VMT within the Resource Study Area.

Current and Reasonably Foreseeable Future Actions:

Current and reasonably foreseeable actions in the Resource Study Area include transportation and the in-fill development projects listed in Table 2.23-1 of the EIR. For traffic analysis purposes, the SR-47/Vincent Thomas Bridge and Front Street/Harbor Boulevard Interchange Reconfiguration Project (#7), along with lane reductions along Alameda Street between Harry Bridges Boulevard and PCH (#12), were assumed complete and were included as part of the baseline condition. The identified development projects within the ports and surrounding communities would add additional employment locations, residential units, and commercial and recreational facilities. This anticipated growth would likely result in an increase in vehicular traffic within the Resource Study Area due to more vehicles traveling to/from and within it. In addition, construction of several of the identified roadway projects, including the Alameda Street South Improvement Project, Alameda Street North Improvement Project, Westbound Anaheim Street Widening, ADA improvements along PCH, and SR-103 Pavement Preservation Project may overlap with the anticipated construction timeline for the Vincent Thomas Bridge Deck Replacement Project. This project construction overlap may result in additional street or lane closures and/or detours occurring at the same time as the closure of the Vincent Thomas Bridge, thereby contributing to additional congestion and delay throughout the Resource Study Area and resulting in temporary cumulative traffic impacts.

Conclusion of Cumulative Impacts:

The impacts to traffic conditions within the Resource Study Area, including increased traffic congestion and delay resulting from the closure of the Vincent Thomas Bridge, would be temporary and would vary in duration and severity depending on the construction staging option implemented. The single-stage construction staging option (Preferred) would result in the greatest increase in intersection delay, origin-destination travel time, and corridor VMT/vehicle-hour delay, and the greatest decrease in segment speed.

As stated above, other current and foreseeable projects within the Resource Study Area would contribute to additional traffic congestion and delay; however, these projects would be required to include measures to mitigate for impacts to traffic and transportation. The proposed project would include mitigation measures MM-TR-1 and MM-TR-2 along with PF-TR-1 to address direct temporary impacts to traffic flow in the Resource Study Area (see below). In addition, implementation of the strategies identified in MM-EJ-1 and MM-EJ-2 (including regular coordination with other agencies and projects regarding construction timing and potential traffic detours), along with regular community engagement, would provide a managed effort to inform the public and to maintain traffic flow and transit service through the Resource Study Area, thereby minimizing potential



temporary cumulative transportation impacts. The Community Advisory Committee and Technical Advisory Committee will continue to meet throughout the duration of project construction providing additional opportunities for communication and coordination with various agencies to manage projects with overlapping construction to avoid and minimize schedule conflicts.

Temporary construction-related impacts would be minimized through the application of identified measures; however, temporary cumulatively considerable impacts to traffic and transportation for the Build Alternative with the full bridge closure option are anticipated.

MM-TR-1 Temporary Restriping and Signal Synchronization of Identified Intersections. The Traffic Operations Analysis Report (2024) outlines potential improvements that can be developed at 12 intersections within the Community Impact Assessment (2024) Study Area. The potential temporary improvements involve restriping, minimal geometric reconfigurations, and signal phasing modifications. A detailed analysis of restriping at the identified 12 intersections can be found in the Traffic Operations Analysis Report (2024) and is available upon request.

The temporary modification of intersections outside of Caltrans right-of-way would be dependent on approval by all respective local jurisdictional agencies. Caltrans will coordinate with local jurisdictional agencies regarding this measure.

MM-TR-2 Repairing Detour Routes. Caltrans will partner with the City of Los Angeles to seek opportunities to repair detour routes prior to and after the construction of the project. The repair of detour routes outside of Caltrans right-of-way would be dependent on approval by all respective local jurisdictional agencies. Caltrans will coordinate with local jurisdictional agencies regarding this measure.

PF-TR-1 Transportation Management Plan

The Transportation Management Plan will designate the detour route(s) to be utilized during construction. The Transportation Management Plan and detour routes will potentially change during project construction to respond to real-time conditions and feedback from the community and stakeholders. The Transportation Management Plan will be developed in coordination with local agencies and project stakeholders in the Design and Construction phases of the project through the project Technical Advisory and Community Advisory Committees (MMEJ-1, MM-EJ-2).

a. Changeable Message Signs. Permanent overhead message signs are located along roadways approaching the project area to notify road users of lane and road closures on the bridge, work activities, traffic incidents, potential work zone hazards, traffic queues



(backups), travel times, or delay information, as well as alternate routes in or around the work zone.

b. Portable Changeable Message Signs. Portable overhead message signs will be placed at key locations to notify motorists of lane closures, alternate routes, expected delay, and upcoming road closures on the bridge. These signs will be used to inform drivers of speed limit reductions and enforcement activities in a work zone, as well as projected delay or road opening times.

Environmental Justice

Resource Study Area:

The Resource Study Area for cumulative impacts on environmental justice communities includes the area where secondary or indirect impacts from construction or operations of the Build Alternative are anticipated to occur. This area is defined by 69 census tracts, measuring 52 square miles, and includes the communities of Wilmington, Harbor City, San Pedro, and Terminal Island within the city of Los Angeles, a portion of the city of Carson, and the city of Long Beach (see Figure 2.8-1 in Section 2.8, Environmental Justice of the EIR). Based on the characteristics used to evaluate the presence of environmental justice communities, the project study area contains 55 census tracts where meaningfully greater minority and/or low-income populations were identified (see Table 2.8-1 of the EIR). Therefore, the health of the resource could be classified as at risk with a substantial environmental justice population within the Resource Study Area.

Project Impact:

A full closure of the Vincent Thomas Bridge would be needed for deck replacement work requiring temporary traffic detours. Traffic detours would be required for approximately 16 months for a full or partial bridge closure. A full closure of the bridge would require all bridge traffic being diverted into neighboring communities, resulting in temporary disproportionately high and adverse effects on minority or low-income populations for cumulative traffic and air quality impacts. Implementation of the detour routes within these communities may result in temporary changes to local traffic patterns and increased traffic volumes, potentially increasing travel distances and times. Additionally, the proposed bridge deck replacement work may result in intermittent increases in construction-related dust and noise, resulting in temporary impacts to the residential areas adjacent to the project area or increased traffic and associated emissions and noise along detour routes. Traffic volumes, travel distances and times throughout the Resource Study Area and along the project detour routes may temporarily be increased with additional traffic generated from other reasonably foreseeable projects occurring simultaneously.

The implementation of the Build Alternative would maintain a reliable connection between the city of Long Beach, the community of San Pedro, and the ports. The improved



condition of the Vincent Thomas Bridge would maintain consistent employment access and mobility opportunities for all communities within the study area.

Current and Reasonably Foreseeable Future Actions:

Current and reasonably foreseeable actions in the Resource Study Area include transportation and in-fill development projects listed in Table 2.23-1 of the EIR. The majority of the identified projects would occur within designated environmental justice communities.

Construction-related impacts associated with these projects, including increased traffic, dust, air pollution, and noise, could be cumulatively considerable. However, impacts from these projects would be relatively short-term and would be minimized to the greatest extent feasible with implementation of standard construction best management practices to minimize construction dust, emissions, and noise, and the management of traffic for roadway construction.

Conclusion of Cumulative Impacts:

As noted above, implementation of the proposed Build Alternative with the full bridge closure option would result in temporary disproportionately high and adverse effects to environmental justice communities and temporary cumulatively considerable traffic and air quality impacts to environmental justice communities. In addition, the other reasonably foreseeable projects may result in temporary impacts to environmental justice communities. Temporary traffic and air quality-related impacts associated with the Build Alternative would be minimized through the application of mitigation measures MM-EJ-1, MM-EJ-2, traffic mitigation measures and project feature MM-TR-1, MM-TR-2 (outlined below), and PF-TR-1, in addition to air quality minimization measures and project feature AM-AQ-1, AM-AQ-2, and PF-AQ-1, along with general project features and best management practices. However, a temporary disproportionately high and adverse effect to environmental justice communities due to cumulatively considerable traffic and air quality impacts for the single-stage (full bridge closure) option (Preferred) are anticipated.

- | | |
|---------|---|
| MM-EJ-1 | Regular and ongoing coordination with agencies will occur for projects within the Community Impact Assessment Study Area to coordinate projects with overlapping construction to avoid and minimize schedule conflicts. |
| MM-EJ-2 | Regular and ongoing community engagement will occur to address key concerns and develop strategies to reduce potential impacts to the community. |

Overriding considerations that support approval of this recommended project are as follows:

Overriding considerations are based on the engineering and environmental technical analysis, the project's impact on the environment, and the comments and concerns expressed during the public review period. The Final EIR was prepared to address all



public comments and incorporate any refinements made to the project design, environmental setting, and impacts that have been identified since the Draft EIR. The purpose of the proposed project is to preserve the functionality and structural integrity of the Vincent Thomas Bridge deck and to enhance the bridge's overall safety. The proposed project would replace the bridge deck of the Vincent Thomas Bridge, upgrade seismic sensors, and improve the median barrier and guardrails. The project limits are generally bounded by the west and east approach spans of the Vincent Thomas Bridge. The proposed project limits serve as logical termini, or rational end points for transportation improvements and are sufficient to evaluate environmental impacts. However, the traffic and community impacts of the different construction staging options in Alternative 2 (Build Alternative) required evaluation outside of the project limits, particularly in the communities of Wilmington, San Pedro, Harbor City, Carson, and Long Beach.

The existing Vincent Thomas Bridge deck has structural deficiencies and a bridge deck condition rating of "poor" (Caltrans 2021a). The bridge deck rating was evaluated as "fair" until an inspection in 2021 found the deck had deteriorated to a condition rating of "poor" (Caltrans 2021a). The bridge deck of the Vincent Thomas Bridge has been in service for 60 years and is rapidly deteriorating due to concrete fatigue, primarily caused by heavy truck traffic associated with the Port of Los Angeles and the Port of Long Beach.

In addition to the deteriorating bridge deck, the existing bridge median barrier and guardrails do not meet the requirements of the new Manual for Assessing Safety Hardware, which was written by the American Association of State Highway and Transportation Officials, a nonprofit association that represents highway and transportation departments across the nation and serves as a liaison between State departments of transportation and the federal government. In addition, the seismic sensors on the bridge need to be upgraded to ensure the structural integrity of the bridge during seismic events. This work would remove the existing 26 seismic sensors and replace them with an upgraded system consisting of 44 seismic sensors.

If the current bridge deck of the Vincent Thomas Bridge were to remain in place, the existing concrete fatigue would worsen, and the nonstandard median concrete barrier and guardrails would not meet updated Manual for Assessing Safety Hardware requirements. Future emergency closures of the bridge could be possible if the current concrete fatigue of the bridge deck is not addressed. The project is needed to ensure the safety of the traveling public on the Vincent Thomas Bridge and maintain an important economic corridor to the Port of Los Angeles and the Port of Long Beach.

Caltrans has identified the single-stage construction (full bridge closure) as the preferred construction staging option within Alternative 2 (Build Alternative). This preferred staging option would be completed using the pre-cast deck options for both the approach and suspension spans resulting in an approximate construction schedule of 16 months.

The single-stage construction (full bridge closure) option was selected by the Caltrans Project Development Team for the following reasons:



- Stakeholder feedback: During the 90-day circulation period of the Draft EIR/EA Caltrans received 260 comments, many of which stated their preferred construction staging option. 39 comments stated their preference for the single stage construction (full bridge closure) option. Project stakeholders such as the Port of Los Angeles, the Port of Long Beach, International Longshore and Warehouse Union (ILWU 13, 63, 94), Harbor Trucking Association, Pacific Merchant Shipping Association, Pacific Maritime Association, Los Angeles Department of Transportation, Wilmington Neighborhood Council, Northwest San Pedro Neighborhood Council, Central San Pedro Neighborhood Council, City of Rancho Palos Verdes, and elected official Councilman Tim McOsker (Council District 15) all stated their preference for the single-stage construction (full bridge closure) option.
- Schedule duration: A closure of the Vincent Thomas Bridge (partial or full closure) would result in impacts to surrounding communities and facilities for the entire duration of construction. Caltrans, along with feedback from project stakeholders, determined that a shorter construction duration is important in limiting traffic, economic, and other impacts to surrounding communities and facilities that utilize the Vincent Thomas Bridge. The single-stage construction (full bridge closure) option has the shortest construction schedule of the construction staging options proposed. The single-stage construction (full bridge closure) option with orthotropic or pre-cast deck types would result in a 16-month construction timeline. This timeline is much faster than the 25–48-month timelines for other construction staging options.
- Worker and driver safety: A full closure of the Vincent Thomas Bridge would result in no non-construction related vehicular traffic on the bridge for the entire duration of construction. With no vehicular traffic on the bridge, staging measures to separate travel lanes from construction and reduced lane widths would not be needed. This would not only allow for a faster construction timeline, but a safer work environment for construction crews on the bridge.

Tanisha Taylor

Executive Director

Signature

Date

References:

Caltrans. 2021a. Bridge Inspection Reports Information Search Report.

Yee, Erica and Hanna Getahun. 2022. *Hot Spot for Polluted Air: By the Numbers*. <https://calmatters.org/environment/2022/02/california-environmental-justice-by-the-numbers/>

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

MEMORANDUM

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 5-6, 2024

From: STEVEN KECK, Chief Financial Officer

Reference Number: 2.2c.(5), Action Item

Prepared By: Jeremy Ketchum, Chief
Division of Environmental Analysis

Subject: **APPROVAL OF A PROJECT FOR FUTURE CONSIDERATION OF FUNDING
RESOLUTION E-24-116**

ISSUE:

Should the California Transportation Commission (Commission), as a responsible agency, approve Resolution E-24-116?

RECOMMENDATION:

The California Department of Transportation (Department) recommends that the Commission, as a responsible agency, approve Resolution E-24-116.

BACKGROUND:

07-LA-47, PM 0.4/2.0

Resolution E-24-116

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:

- Near State Route (SR) 47 in Los Angeles County. Replace the entire bridge deck and seismic sensors of the bridge to preserve the functionality and structural integrity of the bridge deck and to enhance the bridge's overall safety. (PPNO 6024)

The project is located on SR 47 from postmiles (PM) 0.4 to 2.0, in Los Angeles County. The project proposes to replace the entire bridge deck and seismic sensors of the bridge to preserve the functionality and structural integrity of the bridge deck and to enhance the bridge's overall safety. The project is currently programmed in the 2024 State Highway Operation and Protection Program (SHOPP). The scope, as described for the preferred alternative, is consistent with the project scope as programmed by the Commission in the 2024 SHOPP. The total programmed amount which includes

*"Provide a safe and reliable transportation network that
serves all people and respects the environment."*

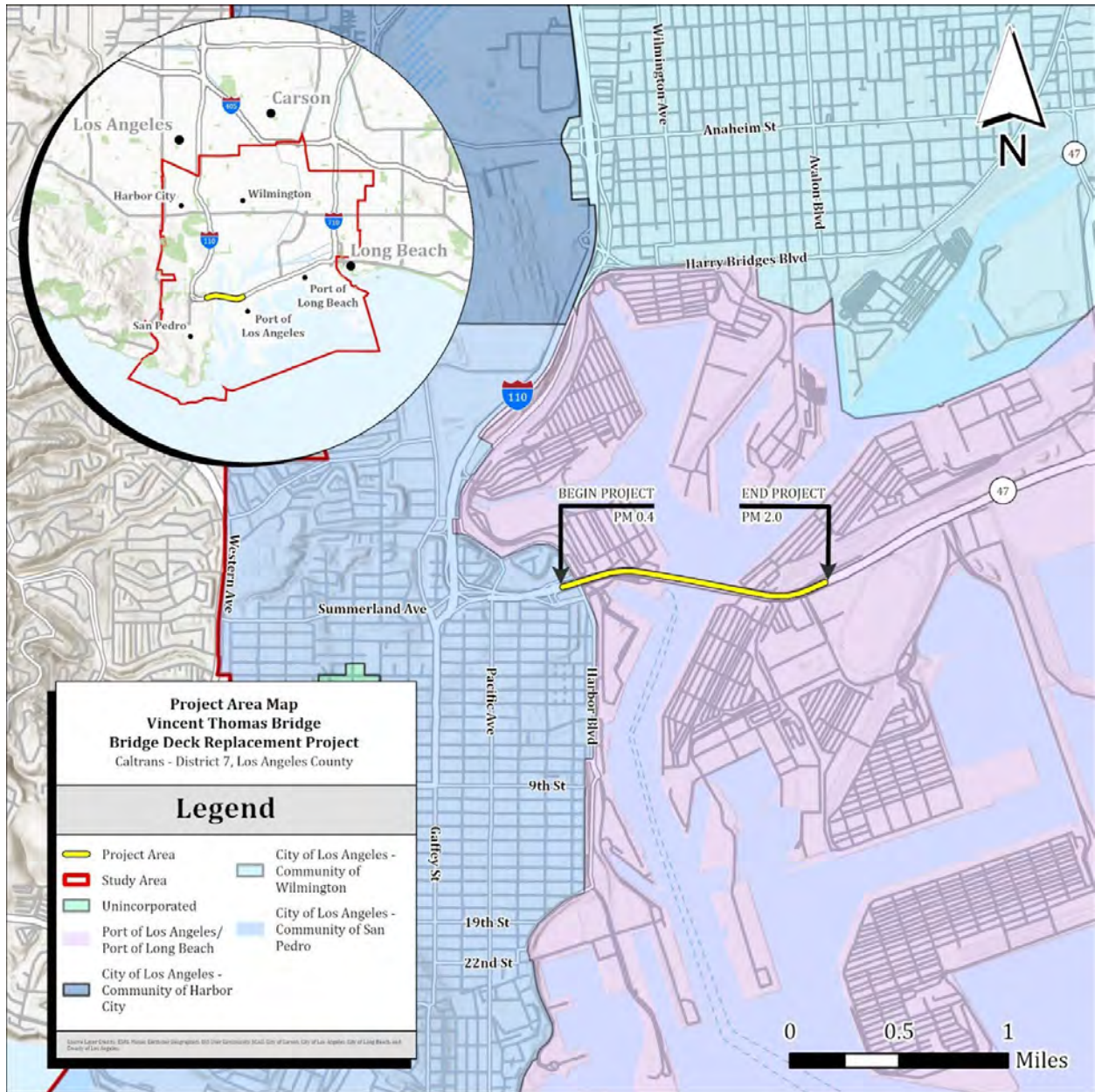
Right of Way (Support and Capital), and Construction (Support and Capital) is \$706,391,000. Construction is estimated to begin Fiscal Year 2025-26.

A copy of the FEIR has been provided to Commission staff. Resources in the project area that may be impacted by the project include air quality, biological resources, traffic and transportation, and environmental justice communities. Avoidance, minimization, and mitigation measures will reduce potential effects on the environment. These measures include, but are not limited to, ongoing monthly community engagement meetings through the Community Advisory and Technical Advisory Committees. In addition, a Transportation Management Plan and Task Force will be developed to coordinate detoured traffic before and during project construction. Additional measures include mitigation to protect nesting birds on the bridge and coordination with project area cities and agencies to repair detour routes utilized during project construction. Potential impacts associated with the project can all be mitigated to below significant, except for temporary cumulative impacts on air quality, traffic and transportation, and environmental justice communities, for which a Statement of Overriding Considerations pursuant to the California Environmental Quality Act (CEQA) was prepared. As a result, an FEIR was prepared for the project, for which a Statement of Overriding Considerations pursuant to the CEQA was prepared. As a result, an FEIR was prepared for the project.

Attachments

*“Provide a safe and reliable transportation network that
serves all people and respects the environment.”*

Attachment 1



Vincent Thomas Bridge Deck Replacement Project
To replace deteriorated bridge deck, upgrade seismic sensors, and improve the existing median barrier and railings on the Vincent Thomas Bridge on State Route 47, in the Port of Los Angeles, in Los Angeles County.



Project Name: Vincent Thomas Bridge Deck Replacement Project
DIST-CO-RTE-PM: 07-LA-SR-47-0.4/2.0
EA: 39020
EFIS ID: 0722000334

**CALIFORNIA DEPARTMENT OF TRANSPORTATION
FINDINGS
FOR
THE STATE ROUTE 47 VINCENT THOMAS BRIDGE DECK REPLACEMENT
PROJECT**

The following information is presented to comply with State CEQA Guidelines (Title 14 California Code of Regulations, Division 6, Chapter 3, Section 15091) and the Department of Transportation and California Transportation Commission Environmental Regulations (Title 21, California Code of Regulations, Division 2, Chapter 11, Section 1501 et seq.). Reference is made to the Final Environmental Impact Report (FEIR) for the project, which is the basic source for the information.

The following effects have been identified in the EIR as resulting from the project. Effects found not to be significant have not been included.

Cumulative

Adverse Environmental Effects:

The proposed Build Alternative with the single-stage construction (full bridge closure) option would result in temporary significant cumulatively considerable air quality and traffic impacts to environmental justice communities. In addition, the other reasonably foreseeable projects in the region may result in temporary impacts to environmental justice communities.

Implementation of the proposed Build Alternative (single-stage construction) would result in temporary emissions increases affecting air quality for residents particularly due to increased use of detour routes. In addition, the other reasonably foreseeable projects in the project area may result in temporary air quality impacts.

The impacts to traffic conditions within the project area, including increased traffic congestion and delay resulting from the closure of the Vincent Thomas Bridge, would be temporary and would vary in duration and severity depending on the construction staging option implemented. The single-stage construction staging option (full bridge closure) would result in the greatest increase in intersection delay, origin-destination

travel time, and corridor VMT/vehicle-hour delay, and the greatest decrease in segment speed; therefore, temporary significant cumulatively considerable traffic impacts within the project area are anticipated with implementation of the Build Alternative (full bridge closure construction option).

Findings:

Changes or alterations have been required in, or incorporated into, the project, which avoid or substantially lessen the significant environmental effect as identified in the final EIR.

Statement of Facts:

The project includes measures to address direct temporary impacts to traffic flow in the project area, including coordination with other agencies on targeted pavement rehabilitation of detour routes, intersection improvements, and the implementation of a Transportation Management Plan (TMP). In addition, regular coordination with other agencies and projects regarding construction timing and potential traffic detours, along with regular community engagement would provide a managed effort to inform the public and to maintain traffic flow and transit service through the project area, thereby minimizing potential temporary cumulative transportation impacts. Temporary construction-related air quality impacts would be minimized through the application of construction equipment emissions reduction measures; however, temporary cumulatively considerable impacts to air quality and traffic for the Build Alternative with the full bridge closure option are anticipated.

Transportation

Adverse Environmental Effects:

Transportation projects that reduce, or have no impact on, vehicle miles traveled (VMT) should be presumed to cause a less than significant transportation impact. This project's Build Alternative has four different construction staging options. The two-stage, three-stage, and full nighttime closure construction options would maintain existing conditions upon completion and would have no permanent impact on VMT. Temporary closures of the bridge would slightly increase VMT for some origin and destination routes that otherwise would have used the Vincent Thomas Bridge.

The single-stage (full-closure) construction option would maintain existing conditions upon completion and would have no permanent impact on VMT. The temporary closure of the entire bridge would not measurably increase VMT in the project area; however, the increase of 0.12 percent in VMT from the baseline for the project area is larger than the other three construction staging options being considered.

Findings:

Changes or alterations have been required in, or incorporated into, the project, which avoid or substantially lessen the significant environmental effect as identified in the final EIR.

Statement of Facts:

The two-stage, three-stage, and full nighttime closure construction options would maintain existing conditions upon completion and would have no permanent impact on VMT. Temporary closures of the bridge would slightly increase VMT for some origin and destination routes that otherwise would have used the Vincent Thomas Bridge; however, these impacts are minimal and would be further minimized by project measures (coordination with other agencies on targeted pavement rehab of detour routes, intersection improvements, and a TMP); therefore, these construction staging options would result in a less than significant impact.

The single-stage (full-closure) construction option would maintain existing conditions upon completion and would have no permanent impact on VMT. The temporary closure of the entire bridge would not measurably increase VMT in the project area; however, the increase of 0.12 percent in VMT from the baseline for the project area is larger than the other three construction staging options being considered. The Build Alternative would result in a temporary less than significant impact with mitigation incorporated to the VMT guidance in *State CEQA Guidelines* Section 15064.3, subdivision (b) for the single-stage (full-closure) option.

Implementation of strategies including regular coordination with other agencies and projects regarding construction timing and potential traffic detours, along with regular community engagement would provide a managed effort to inform the public and to maintain traffic flow and transit service through the project area, thereby minimizing potential temporary transportation impacts.

Biology

Adverse Environmental Effects:

The proposed project would interfere with bird nesting by occupying the same space in which nesting would occur. Since the project must place platforms under the bridge deck to capture demolition debris and prevent that debris from entering the channel, there would be a substantial amount of human activity around the area that birds, especially the peregrine falcon, nest. This heightened activity would cause disturbance to the birds. The construction of the debris catchment system would also impede access to space under the bridge deck, making ingress and egress to that space difficult for nesting birds. Demolishing the bridge deck would also cause debris to fall onto and

around the existing nest and/or newly constructed nests, which could cause nest failure, and which would also interfere with nesting. Lastly the noise from concrete demolition and other activities would harass the nesting birds, since it would occur within 150 to 500 feet of the nest or closer. With implementation of the measures below, the impacts to bird (peregrine falcon) habitat would be less than significant with mitigation incorporated.

Findings:

Changes or alterations have been required in, or incorporated into, the project, which avoid or substantially lessen the significant environmental effect as identified in the final EIR.

Statement of Facts:

With implementation of the measures below, the impacts to bird (peregrine falcon) habitat would be less than significant.

- To prevent the project from interrupting nesting and causing nest failure, which would result in a substantial waste of energy and decreased ease of reproduction for peregrine falcon, Caltrans would install nesting exclusionary devices on the bridge prior to the nesting season in which construction is planned to occur. These devices shall be installed prior to the initiation of demolition activities within 500 feet of existing nesting locations. If existing nesting sites are occupied, then exclusion activities shall not occur until after the last young leave the nests. The exclusionary devices would prevent the falcon and other birds from attempting to nest on the bridge. Specifications of the exclusionary devices will be determined during the design phase of the project in coordination with CDFW and USFWS to ensure efficacy and safety.
- A biologist with experience in surveying and monitoring avian activity will survey the bridge and its surroundings prior to construction if it occurs during the bird nesting season (February 1st to September 1st). A lapse in construction is not planned, but if there is a lapse in construction for longer than 3 days, a repeat survey would be performed. If birds are observed attempting to nest on the bridge, then a no-work buffer around the nest would be implemented and Caltrans would conduct consultation with the United States Fish and Wildlife Service (USFWS) and the California Department of Fish and Wildlife (CDFW).
- A biologist will monitor the bridge during construction for signs of whether birds are nesting on the bridge. They will keep track of nesting birds on the bridge and evaluate whether construction has the potential to or is disturbing nesting birds. The biological monitor will also observe construction to ensure that construction best management practices (BMPs) are applied to prevent incidental effects to the channel, water quality, and jurisdictional waters.

- If nests are found on the Vincent Thomas Bridge, a qualified biologist shall monitor the nests weekly during the Project and shall send monitoring reports to CDFW.
- A qualified biologist will make a presentation to construction staff who are on site for longer than 30 minutes. The staff will be advised on the bird species that have been known to occur in the project area, their nest appearance and siting factors, the project's conservation measures, and the procedures for reporting and avoiding nesting migratory birds.
- If night work is necessary, it shall be limited, and light shall be downcast and shielded to avoid unnecessary illumination of non-active work areas.
- Compensatory Avoidance Measure. Prior to the nesting season in which construction is planned to occur, Caltrans will construct an artificial nest platform outside of the project impact area within the Port of Long Beach/Port of Los Angeles complex to compensate for the temporary loss of the nesting space on the Vincent Thomas Bridge. The artificial nest platform will likely be placed close to the bridge so that falcons that repeatedly nest on the Vincent Thomas Bridge are aware of the artificial nesting platform. The platform would be constructed in a way and at a site that would make it suitable for peregrine falcon nesting, taking into consideration the elevation, the visibility of the platform, and other site characteristics. Potential nest platform sites will be discussed in consultation with the CDFW. The artificial nest platform shall remain in place after Project completion.

Gloria Roberts



10/24/2024

District Director (or designee)

Signature

Date



Project Name: Vincent Thomas Bridge Deck Replacement Project

DIST-CO-RTE-PM: 07-LA-SR-47-0.4/2.0

EA: 39020

EFIS ID: 0722000334

CALIFORNIA DEPARTMENT OF TRANSPORTATION STATEMENT OF OVERRIDING CONSIDERATIONS

FOR

THE VINCENT THOMAS BRIDGE (VTB) DECK REPLACEMENT PROJECT ON SR-47
IN LOS ANGELES COUNTY TO REPLACE THE ENTIRE BRIDGE DECK, IMPROVE
THE MEDIAN BARRIERS/RAILINGS, AND UPGRADE THE SEISMIC SENSORS.

The following information is presented to comply with State CEQA Guidelines (Title 14 California Code of Regulations, Division 6, Chapter 3, Section 15093), and the Department of Transportation and California Transportation Commission Environmental Regulations (Title 21 California Code of Regulations, Division 2, Chapter 11, Section 1501 et seq.). Reference is made to the Final Environmental Impact Report (FEIR) for the project, which is the basic source for the information.

The following impacts have been identified as significant and not fully mitigable:

Cumulative Impacts

The Build Alternative proposes to replace the deck of the Vincent Thomas Bridge, replace the median concrete barriers, fencing, and guardrails, and upgrade the bridge's seismic sensors. The cumulative impact analysis determines whether the Build Alternative, in combination with other past, present, or reasonably foreseeable projects, would result in a cumulative effect and, if so, whether the Build Alternative's contribution to the cumulative impact would be considerable.

A Resource Study Area (RSA) corresponds to a geographic area cumulative impact that a particular resource can be analyzed within. Only active projects, defined as currently under construction or planned, were considered within each RSA. These projects were identified using information obtained from Caltrans and agency websites within the RSA. The identified projects are located in the Port of Los Angeles (POLA), Port of Long Beach (POLB), and the cities of Los Angeles, Long Beach, and Carson. The projects included are those that could contribute to cumulative impacts within the study area for each respective resource analyzed in the Final EIR (see Table 2.23-1 of the Final EIR).



The following resources were evaluated for cumulative impacts:

Air Quality

Resource Study Area:

The RSA for air quality cumulative impacts is a roughly 52-square-mile area that includes the communities of Wilmington, Harbor City, San Pedro, and Terminal Island within the city of Los Angeles, a portion of the cities of Carson and Long Beach, and both POLA and POLB. The RSA encompasses the area where secondary or indirect impacts from construction or operations of the Build Alternative are anticipated to occur, including the proposed detour routes that would be necessary to divert traffic from the bridge during project construction.

While air quality within the region has been improving, due to local and State rules, which have resulted in cleaner emission cars and industries, the residents of Wilmington, Carson, and West Long Beach are located adjacent to several sources of pollution, including POLA and POLB, five oil refineries, nine rail yards, four major freeways, several chemical facilities, and the third largest oilfield in the contiguous United States (Yee and Getahun 2022). The POLA and POLB are the two busiest ports in the nation and have seen increases in congestion due to increased cargo imports and supply chain disruptions. This has resulted in more anchored ships running on auxiliary engines waiting to dock along with the increased truck and train activity to move the cargo. Therefore, the overall health of the resource within the RSA could be classified as in poor health, declining health, or at risk.

Project Impact:

As discussed in Section 2.13 of the EIR (Air Quality), implementation of the Build Alternative would result in no appreciable long-term difference in air quality conditions between the Build and No Build Alternatives because the project is not expected to permanently change the vehicle capacity or traffic patterns on the Vincent Thomas Bridge or surrounding roads. The proposed project would have no effect on long-term mobile source emissions in the region. There is no potential for an increase in permanent emissions that could contribute to cumulative emissions or interfere with air quality plans that are designed to reduce cumulative air quality impacts.

There is the potential that local and regional air quality would be temporarily affected for 16 months during construction of the Build Alternative. Emissions from construction equipment powered by gasoline and diesel engines would include carbon monoxide (CO), nitrogen oxides (NO_x), volatile organic compounds (VOCs), minimal amounts of sulfur oxides (SO_x), directly emitted PM_{2.5}, particulate matter less than 10 microns in size (PM₁₀), and toxic air contaminants (TACs) such as diesel exhaust particulate matter (DPM). These emissions would be temporary and limited to the immediate area surrounding the construction site. Short-term degradation of air quality may also occur from the release of particulate emissions (airborne dust) generated by demolition, hauling, and other activities related to construction; however, the potential for these emissions to affect sensitive receptors would be very low due to construction occurring



predominantly within the existing bridge structure footprint. As shown in Table 2.13-9 of the EIR, the temporary increases in emissions and incremental changes in PM₁₀ concentrations within the RSA communities would remain below applicable regulatory thresholds for all construction scenarios. Additionally, the effects of the temporary construction-related emissions would be minimized with implementation of the following measures (identified as AM-AQ-1, AM-AQ-2, and PF-AQ-1 in the EIR):

The construction contractor must comply with the Caltrans' Standard Specifications in Section 14-9 (2023):

- Section 14-9-02 specifically requires compliance by the contractor with all applicable laws and regulations related to air quality, including air pollution control district and air quality management district regulations and local ordinances.
- Section 14-9.05 requires identification of the local air quality jurisdiction (South Coast Air Quality Management District [SCAQMD]) and for the contract to comply with all applicable rules and best management practices (BMPs).
- The construction contractor must also comply with Caltrans project-specific NSSPs 5-1.33 and 7-1.02C, which require that off-road construction equipment be outfitted with engines meeting Tier 4 emissions standards and that all certification and maintenance documentation be provided prior to equipment use. Implementation of these NSSPs would reduce emissions of ozone precursors and criteria pollutants (primarily particulate matter and NO_x) during construction activities.
- Construction equipment and vehicles will be properly tuned and maintained. All construction equipment will use low sulfur fuel as required by 17 California Code of Regulations (CCR) Section 93114.
- The construction contractor must comply with SCAQMD rules, including Rule 401 (Visible Emissions), Rule 402 (Nuisance), Rule 403 (Fugitive Dust), and Rule 1403 (Asbestos Emissions from Demolition/Renovation Activities).
- Diesel-powered off-road equipment shall limit idling in accordance with the California Air Resources Board (CARB) "Regulation for In-Use Off-Road Diesel-Fueled Fleets" (13 CCR Section 2449).
- Diesel-powered on-road vehicles and trucks shall limit idling in accordance with the CARB "Airborne Toxic Control Measure to Limit Diesel-Fueled Commercial Motor Vehicle Idling" (13 CCR Section 2485)."

The proposed project is located within one of the identified Assembly Bill (AB) 617 communities (Wilmington/Long Beach/Carson) for which the CARB is required to establish a program to reduce air pollution exposure. To help address public health disparities in these communities, Caltrans requires construction equipment to have engines that comply with United States Environmental Protection Agency (EPA) Tier 4 emission standards for off-road diesel-fueled vehicles. The proposed project will incorporate two NSSPs to ensure that contractors use equipment outfitted with Tier 4



engines during construction (7-1.02C) and that all appropriate certification documentation is provided for use authorization (5-1.33).

Current and Reasonably Foreseeable Future Actions:

Current and reasonably foreseeable actions in the RSA include transportation and in-fill development projects listed in Table 2.23-1 of the EIR. There is the potential for temporary increases in construction-related emissions during the construction of each project. However, the construction-related impacts from these projects would be relatively short term and would be minimized to the greatest extent feasible with implementation of standard construction BMPs to minimize construction emissions. Implementation of these projects would add additional employment locations, residential units, commercial and recreational facilities, and increased port operations. This anticipated growth would likely result in an increase in traffic and associated vehicle emissions within the RSA due to more vehicles traveling to/from and within the RSA. In addition, proposed projects at the ports would result in increases in criteria pollutant emissions compared to current levels due to increased ship, rail, and truck operations at the ports.

Conclusion of Cumulative Impacts:

As noted above, implementation of the proposed Build Alternative would not result in an increase in permanent emissions but would result in temporary emission increases affecting air quality for residents. In addition, the other reasonably foreseeable projects may result in temporary air quality impacts. With the implementation of AM-AQ-1, AM-AQ-2, PF-AQ-1 (see above), NSSPs, and BMPs, temporary air quality impacts associated with the proposed project would be minimized; however, temporary cumulatively considerable air quality impacts within the RSA are anticipated with implementation of the Build Alternative.

Traffic and Transportation

Resource Study Area:

The RSA for transportation-related cumulative impacts is a roughly 52-square-mile area that includes the communities of Wilmington, Harbor City, San Pedro, and Terminal Island within the city of Los Angeles, and a portion of the city of Carson, and the city of Long Beach, and both POLA and POLB. The RSA encompasses the proposed detour routes that would be necessary to divert traffic from the bridge during project construction. The conceptual detour routes include Sepulveda Boulevard between Interstate 710 (I-710) and Interstate 110 (I-110), Pacific Coast Highway (PCH) between SR-47 and I-110, Harry Bridges Boulevard/Alameda Street/E. Anaheim Street between SR-47 and I-110, and portions of State Route 103 (SR-103), SR-47, I-110, and I-710 between the Vincent Thomas Bridge and Sepulveda Boulevard. Within the RSA, 50 of the 59 intersections are controlled with either traffic signals or stop controls (see Section 2.10 of the EIR). The sum of traffic volumes entering all the study intersections varies between approximately 158,000 vehicles in the AM peak hour to approximately 162,000 vehicles in the PM peak hour. Existing traffic conditions within the RSA show that the



majority of intersections operate at a level of service (LOS) D or better during weekday AM, mid-day (MD), and PM peak hours, with only 10 of 50 intersections operating at a LOS E or F in the AM peak hour and 12 of 50 operating at LOS E or F in the PM peak hour. Based on the current operational conditions within the RSA, the overall traffic conditions are not classified as in poor health, declining health, or at risk.

Project Impacts:

Traffic analysis indicates that the Build Alternative would result in increased congestion at intersections throughout the RSA for all peak periods. Congestion is determined by adding the change in vehicle delay at intersections plus the change in LOS. The average delay increase is 37 percent compared to the baseline for the single-stage option (full bridge closure).

Similarly, the projected traffic increases along the proposed detour routes during the peak periods would vary by staging option, with the PM peak period showing the greatest increases. On Sepulveda Boulevard, the increase in traffic during the PM peak period would range from 97 to 270 vehicles, on PCH the increase in vehicles would range from 113 to 414, while Harry Bridges Boulevard would experience the greatest increase in detoured traffic with 315 to 762 additional vehicles. Average speeds along all roadway segments would be reduced during all peak periods with the single-stage option (full bridge closure) resulting in the greatest reduction. During the construction period, there would be a small increase in vehicle miles traveled (VMT), of up to a 0.12 percent increase for the single-stage construction option.

Following completion of the improvements associated with the Build Alternative, the Vincent Thomas Bridge would maintain its existing configuration, and traffic patterns would not be altered. Therefore, implementation of the project would not induce additional VMT within the RSA.

Current and Reasonably Foreseeable Future Actions:

Current and reasonably foreseeable actions in the RSA include transportation and the in-fill development projects listed in Table 2.23-1 of the EIR. For traffic analysis purposes, the SR-47/Vincent Thomas Bridge and Front Street/Harbor Boulevard Interchange Reconfiguration Project (#7) along with lane reductions along Alameda Street between Harry Bridges Boulevard and PCH (#12) were assumed complete and were included as part of the baseline condition. The identified development projects within the ports and surrounding communities would add additional employment locations, residential units, and commercial and recreational facilities. This anticipated growth would likely result in an increase in vehicular traffic within the RSA due to more vehicles traveling to/from and within the RSA. In addition, construction of several of the identified roadway projects, including the Alameda Street South Improvement Project, Alameda Street North Improvement Project, Westbound Anaheim Street Widening, ADA improvements along PCH, and SR-103 Pavement Preservation Project may overlap with the anticipated construction timeline for the Vincent Thomas Bridge Deck Replacement Project. This project construction overlap may result in additional street or



lane closures and/or detours occurring at the same time as the closure of the Vincent Thomas Bridge, thereby contributing to additional congestion and delay throughout the RSA and resulting in temporary cumulative traffic impacts.

Conclusion of Cumulative Impacts:

The impacts to traffic conditions within the RSA, including increased traffic congestion and delay resulting from the closure of the Vincent Thomas Bridge, would be temporary and would vary in duration and severity depending on the construction staging option implemented. The single-stage construction staging option (Preferred) would result in the greatest increase in intersection delay, origin-destination travel time, and corridor VMT/vehicle-hour delay, and the greatest decrease in segment speed.

As stated above, other current and foreseeable projects within the RSA would contribute to additional traffic congestion and delay; however, these projects would be required to include measures to mitigate for impacts to traffic and transportation. The proposed project would include mitigation measures MM-TR-1 and MM-TR-2 along with PF-TR-1 to address direct temporary impacts to traffic flow in the RSA (see below). In addition, implementation of the strategies identified in MM-EJ-1 and MM-EJ-2 (including regular coordination with other agencies and projects regarding construction timing and potential traffic detours) along with regular community engagement would provide a managed effort to inform the public and to maintain traffic flow and transit service through the RSA, thereby minimizing potential temporary cumulative transportation impacts. The Community Advisory Committee (CAC) and Technical Advisory Committee (TAC) will continue to meet throughout the duration of project construction providing additional opportunities for communication and coordination with various agencies to manage projects with overlapping construction to avoid and minimize schedule conflicts.

Temporary construction-related impacts would be minimized through the application of identified measures; however, temporary cumulatively considerable impacts to traffic and transportation for the Build Alternative with the full bridge closure option are anticipated.

MM-TR-1 Temporary Restriping and Signal Synchronization of Identified Intersections. The Traffic Operations Analysis Report (TOAR) (2024) outlines potential improvements that can be developed at 12 intersections within the Community Impact Assessment (CIA) (2024) Study Area. The potential temporary improvements involve restriping, minimal geometric reconfigurations, and signal phasing modifications. A detailed analysis of restriping at the identified 12 intersections can be found in the TOAR (2024) and is available upon request.

The temporary modification of intersections outside of Caltrans right-of-way would be dependent on approval by all respective local jurisdictional agencies. Caltrans will coordinate with local jurisdictional agencies regarding this measure.



MM-TR-2 Repairing Detour Routes. Caltrans will partner with the City of Los Angeles to seek opportunities to repair detour routes prior to and after the construction of the project.

The repair of detour routes outside of Caltrans right-of-way would be dependent on approval by all respective local jurisdictional agencies. Caltrans will coordinate with local jurisdictional agencies regarding this measure.

PF-TR-1 Transportation Management Plan

The Transportation Management Plan (TMP) will designate the detour route(s) to be utilized during construction. The TMP and detour routes will potentially change during project construction to respond to real-time conditions and feedback from the community and stakeholders. The TMP will be developed in coordination with local agencies and project stakeholders in the Design and Construction phases of the project through the project Technical Advisory and Community Advisory Committees (MM-EJ-1, MM-EJ-2).

- a. **Changeable Message Signs (CMS).** Permanent overhead message signs are located along roadways approaching the project area to notify road users of lane and road closures on the bridge, work activities, traffic incidents, potential work zone hazards, traffic queues (backups), travel times, or delay information, as well as alternate routes in or around the work zone.
- b. **Portable Changeable Message Signs (PCMS).** PCMS will be placed at key locations to notify motorists of lane closures, alternate routes, expected delay, and upcoming road closures on the bridge. These signs will be used to inform drivers of speed limit reductions and enforcement activities in a work zone, as well as projected delay or road opening times.

Environmental Justice

Resource Study Area:

The RSA for cumulative impacts on environmental justice communities includes the area where secondary or indirect impacts from construction or operations of the Build Alternative are anticipated to occur. This area is defined by 69 census tracts, measuring 52 square miles, and includes the communities of Wilmington, Harbor City, San Pedro, and Terminal Island within the city of Los Angeles, a portion of the city of Carson, and the city of Long Beach (see Figure 2.8-1 in Section 2.8, Environmental Justice of the EIR). Based on the characteristics used to evaluate the presence of environmental justice communities, the project study area contains 55 census tracts where meaningfully greater minority and/or low-income populations were identified (see Table



2.8-1 of the EIR). Therefore, the health of the resource could be classified as at risk with a substantial environmental justice population within the RSA.

Project Impact:

A Full closure of the Vincent Thomas Bridge would be needed for deck replacement work requiring temporary traffic detours. Traffic detours would be required for approximately 16 months for a full or partial bridge closure.

A full closure of the bridge would require all bridge traffic being diverted into neighboring communities, resulting in temporary disproportionately high and adverse effects on minority or low-income populations for cumulative traffic and air quality impacts. Implementation of the detour routes within these communities may result in temporary changes to local traffic patterns and increased traffic volumes, potentially increasing travel distances and times. Additionally, the proposed bridge deck replacement work may result in intermittent increases in construction-related dust and noise, resulting in temporary impacts to the residential areas adjacent to the project area or increased traffic and associated emissions and noise along detour routes. Traffic volumes, travel distances and times throughout the RSA and along the project detour routes may temporarily be increased with additional traffic generated from other reasonably foreseeable projects occurring simultaneously.

The implementation of the Build Alternative would maintain a reliable connection between the city of Long Beach, the community of San Pedro, and the ports. The improved condition of the Vincent Thomas Bridge would maintain consistent employment access and mobility opportunities for all communities within the study area.

Current and Reasonably Foreseeable Future Actions:

Current and reasonably foreseeable actions in the RSA include transportation and in-fill development projects listed in Table 2.23-1 of the EIR. The majority of the identified projects would occur within designated environmental justice communities.

Construction-related impacts associated with these projects, including increased traffic, dust, air pollution, and noise, could be cumulatively considerable. However, impacts from these projects would be relatively short-term and would be minimized to the greatest extent feasible with implementation of standard construction BMPs to minimize construction dust, emissions, and noise, and the management of traffic for roadway construction.

Conclusion of Cumulative Impacts:

As noted above, implementation of the proposed Build Alternative with the full bridge closure option would result in temporary disproportionately high and adverse effects to environmental justice communities and temporary cumulatively considerable traffic and air quality impacts to environmental justice communities. In addition, the other reasonably foreseeable projects may result in temporary impacts to environmental



justice communities. Temporary traffic and air quality-related impacts associated with the Build Alternative would be minimized through the application of mitigation measures MM-EJ-1, MM-EJ-2, traffic mitigation measures and project feature MM-TR-1, MM-TR-2 (outlined below), and PF-TR-1, in addition to air quality minimization measures and project feature AM-AQ-1, AM-AQ-2, and PF-AQ-1, along with general project features and BMPs. However, a temporary disproportionately high and adverse effect to environmental justice communities due to cumulatively considerable traffic and air quality impacts for the single-stage (full bridge closure) option (Preferred) are anticipated.

- MM-EJ-1** Regular and ongoing coordination with agencies will occur for projects within the CIA Study Area to coordinate projects with overlapping construction to avoid and minimize schedule conflicts.
- MM-EJ-2** Regular and ongoing community engagement will occur to address key concerns and develop strategies to reduce potential impacts to the community.

Overriding considerations that support approval of this recommended project are as follows:

Overriding considerations are based on the engineering and environmental technical analysis, the project's impact on the environment, and the comments and concerns expressed during the public review period. The Final EIR was prepared to address all public comments and incorporate any refinements made to the project design, environmental setting and impacts that have been identified since the Draft EIR.

The purpose of the proposed project is to preserve the functionality and structural integrity of the Vincent Thomas Bridge deck and to enhance the bridge's overall safety.

The proposed project would replace the bridge deck of the Vincent Thomas Bridge, upgrade seismic sensors, and improve the median barrier and guardrails. The project limits are generally bounded by the west and east approach spans of the Vincent Thomas Bridge. The proposed project limits serve as logical termini, or rational end points for transportation improvements and are sufficient to evaluate environmental impacts. However, the traffic and community impacts of the different construction staging options in Alternative 2 (Build Alternative) required evaluation outside of the project limits, particularly in the communities of Wilmington, San Pedro, Harbor City, Carson, and Long Beach.

The existing Vincent Thomas Bridge deck has structural deficiencies and a bridge deck condition rating of "poor" (Caltrans 2021a). The bridge deck rating was evaluated as "fair" until an inspection in 2021 found the deck had deteriorated to a condition rating of "poor" (Caltrans 2021a). The bridge deck of the Vincent Thomas Bridge has been in service for 60 years and is rapidly deteriorating due to concrete fatigue, primarily



caused by heavy truck traffic associated with the POLA and Port of Long Beach (POLB).

In addition to the deteriorating bridge deck, the existing bridge median barrier and guardrails do not meet the requirements of the new Manual for Assessing Safety Hardware (MASH), which was written by the American Association of State Highway and Transportation Officials (AASHTO). AASHTO is a nonprofit association that represents highway and transportation departments across the nation and serves as a liaison between State departments of transportation and the federal government. In addition, the seismic sensors on the bridge need to be upgraded to ensure the structural integrity of the bridge during seismic events. This work would remove the existing 26 seismic sensors and replace them with an upgraded system consisting of 44 seismic sensors.

If the current bridge deck of the Vincent Thomas Bridge were to remain in place, the existing concrete fatigue would worsen, and the nonstandard median concrete barrier and guardrails would not meet updated MASH requirements. Future emergency closures of the bridge could be possible if the current concrete fatigue of the bridge deck is not addressed. The project is needed to ensure the safety of the traveling public on the Vincent Thomas Bridge and maintain an important economic corridor to POLA and POLB.

Caltrans has identified the single-stage construction (full bridge closure) as the preferred construction staging option within Alternative 2 (Build Alternative). This preferred staging option would be completed using the pre-cast deck options for both the approach and suspension spans resulting in an approximate construction schedule of 16 months.

The single-stage construction (full bridge closure) option was selected by the Caltrans Project Development Team (PDT) for the following reasons:

- **Stakeholder feedback:** During the 90-day circulation period of the Draft EIR/EA Caltrans received 260 comments, many of which stated their preferred construction staging option. 39 comments stated their preference for the single-stage construction (full bridge closure) option. Project stakeholders such as the Port of Los Angeles (POLA), the Port of Long Beach (POLB), International Longshore and Warehouse Union (ILWU 13, 63, 94), Harbor Trucking Association, Pacific Merchant Shipping Association, Pacific Maritime Association, Los Angeles Department of Transportation (LADOT), Wilmington Neighborhood Council, Northwest San Pedro Neighborhood Council, Central San Pedro Neighborhood Council, City of Rancho Palos Verdes, and elected official Councilman Tim McOsker (Council District 15) all stated their preference for the single-stage construction (full bridge closure) option.
- **Schedule duration:** A closure of the Vincent Thomas Bridge (partial or full closure) would result in impacts to surrounding communities and facilities for the entire duration of construction. Caltrans, along with feedback from project



stakeholders, determined that a shorter construction duration is important in limiting traffic, economic, and other impacts to surrounding communities and facilities that utilize the Vincent Thomas Bridge. The single-stage construction (full bridge closure) option has the shortest construction schedule of the construction staging options proposed. The single-stage construction (full bridge closure) option with orthotropic or pre-cast deck types would result in a 16-month construction timeline. This timeline is much faster than the 25–48-month timelines for other construction staging options.

- **Worker and driver safety:** A full closure of the Vincent Thomas Bridge would result in no non-construction related vehicular traffic on the bridge for the entire duration of construction. With no vehicular traffic on the bridge, staging measures to separate travel lanes from construction and reduced lane widths would not be needed. This would not only allow for a faster construction timeline, but a safer work environment for construction crews on the bridge.

Gloria Roberts

10/24/2024

District Director (or designee)

Signature

Date

MEMORANDUM

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 5-6, 2024

From: STEVEN KECK, Chief Financial Officer

Reference Number: 2.5d.(1), Action Item

Prepared By: Matthew Brady
District 01 – Director

Subject: ALLOCATION FOR PROJECT WITH COSTS THAT EXCEED THE
PROGRAMMED AMOUNT BY MORE THAN 20 PERCENT
PPNO 4738/EA 0J940 – MENDOCINO COUNTY – STATE ROUTE 1
RESOLUTION FP-24-36

ISSUE:

Should the California Transportation Commission (Commission) approve the California Department of Transportation's (Department) allocation request for \$1,961,000 in Right of Way (RW) Capital Outlay Support (COS), for the State Highway Operation and Protection Program (SHOPP) Pavement Preservation project on State Route (SR) 1, in Mendocino County, to complete the RW Support phase?

RECOMMENDATION:

The Department recommends that the Commission approve the requested allocation for this SHOPP project.

PROJECT DESCRIPTION:

This project is located on SR 1 in and near the City of Point Arena (City), from south of Iverson Avenue to Philo Greenwood Road, in Mendocino County. The project will rehabilitate the pavement, upgrade guardrail and pedestrian facilities, and repair transportation management system elements, which consist of two census stations.

FUNDING AND PROGRAMMING STATUS:

In March 2022, this project's RW Support phase was programmed for \$511,000 in the SHOPP for allocation in Fiscal Year 2023-24. In December 2023, the project was amended to include additional sidewalk improvement work. In June 2024, the project requested an allocation time

*"Provide a safe and reliable transportation network that
serves all people and respects the environment."*

extension for the Plans, Specifications, and Estimate (PS&E) and RW Support phases. However, the request was deferred to the August 2024 meeting and approved for six months. In October 2024, the Department updated the estimate and reflected the need for \$1,961,000 in RW Support (283.8 percent over the programmed amount). The project is scheduled to complete the RW Support activities by April 2026, have the project Ready to List by May 2026, and complete the PS&E activities by October 2026.

REASON FOR COST INCREASE:

The RW Support estimate is greater than the current programmed amount due to the addition of scope that resulted in changes to the right of way requirements which were above what was initially anticipated.

The project initially included a few alternatives for the rehabilitation work. In June 2023, during ongoing coordination with the City, replacing the sidewalk within the project limits was incorporated due to their continual degradation. As a result, approximately 5,300 linear feet of sidewalk and three new curb ramps were added to the project. Consequently, the RW Support requirements have changed, and the project will now require right of way work on 51 parcels, including 49 construction easements and two permanent easements. In addition, due to the distance of the project site from the Department's office, the RW staff will require additional resources to travel to and from the site to perform the work. This additional right of way effort includes mapping, acquisitions, appraisals, offers, and utility coordination, and amounts to an increase of \$1,450,000 in RW Support. The Department anticipates clearing the right of way by April 2026 and completing the PS&E phase by October 2026.

CONSEQUENCES:

If this allocation request is not approved, the Department will not be able to proceed with the design of this project, that proposes to address the deficiencies of the roadway and pedestrian facilities. To address all of the deficiencies, the project will have to be reprogrammed, which will result in delays and could result in higher costs due to escalation.

FINANCIAL RESOLUTION:

Resolved, that \$1,961,000 be allocated for RW Support to provide funds to complete the pre-construction phase for this SHOPP project.

Attachment

2.5 Highway Financial Matters

Project No. Dist-Co-Rte Postmile	PPNO Project ID	Location/Description	EA	Program Year	Phase	Programmed Amount	Allocation Amount
2.5d.(1)	Allocation of Project with COS Cost that Exceeds 20 Percent of the Programmed Amount					Resolution FP-24-36	
1 01-Men-1 14.7/33.9	4738 0119000124	In and near Point Arena, from 0.2 mile south of Iverson Avenue to Philo Greenwood Road. <u>Outcome/Outputs:</u> Rehabilitate pavement by grinding and placing asphalt, upgrade guardrails, repair Transportation Management System (TMS) elements, and upgrade curb ramps to Americans with Disabilities Act (ADA) standards. <u>Program Code</u> 201.121 - Pavement Preservation (CAPM) <u>Performance Measure:</u> 36.0 Lane mile(s) Categorically Exempt Concurrent PS&E allocation under Resolution FP-24-43; December 2024. Six month allocation time extension for R/W Sup approved under Waiver 24-125; August 2024.	0J940	25-26	RW Sup	\$511,000	\$1,961,000

MEMORANDUM

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 5-6, 2024

From: STEVEN KECK, Chief Financial Officer

Reference Number: 2.5d.(2), Action Item

Prepared By: Diana Gomez
District 06 – Director

Subject: ALLOCATION FOR PROJECT WITH COSTS THAT EXCEED THE
PROGRAMMED AMOUNT BY MORE THAN 20 PERCENT
PPNO 8053/EA 1A462 – FRESNO COUNTY – STATE ROUTE 180
RESOLUTION FP-24-37

ISSUE:

Should the California Transportation Commission (Commission) approve the California Department of Transportation's (Department) allocation request for \$91,000 for the Project Approval and Environmental Document (PA&ED) Capital Outlay Support (COS), for the State Highway Operation and Protection Program (SHOPP) Safety Improvements project on State Route (SR) 180, in Fresno County, to complete the PA&ED phase?

RECOMMENDATION:

The Department recommends that the Commission approve the requested allocation for this SHOPP project.

PROJECT DESCRIPTION:

This project is located on SR 180 near Yokuts Valley, east of Elwood Road. The project will perform oak tree mitigation and replacement planting work for the parent project (EA 1A460/PPNO 7047) which is constructing a two-way left-turn lane (TWLTL), upgrading drainage systems, and installing transportation management system elements.

FUNDING AND PROGRAMMING STATUS:

In June 2023, this project was programmed in the SHOPP for \$20,000 in PA&ED for allocation in Fiscal Year 2024-25. In December 2023, the project was amended to update the performance measure of the parent project. In June 2024, the project was amended again to update the project identification number due to a technical correction.

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In October 2024, the Department updated the estimate and reflected the need for \$91,000 in PA&ED allocation (355.0 percent over the programmed amount). The project is expected to complete the PA&ED activities by June 2025.

REASON FOR COST INCREASE:

The PA&ED estimate is greater than the current programmed amount due to a change to the environmental scope.

The project proposes to perform oak tree mitigation and replacement planting work for the parent project that is constructing a TWLTL. The initial location selected to perform the mitigation and planting work was at SR 180 and Frankwood Avenue intersection which had previous environmental clearance from the California Department of Fish and Wildlife (CDFW). However, in August 2023, prior to the start of the PA&ED phase, the CDFW rejected this location due to it not being in the same watershed of the original limits of the parent project. Consequently, in July 2024, a new location was selected which was approved by the CDFW. As a result, the Department requires additional resources to environmentally clear the new location. In addition, the new location is in a sensitive area that requires cultural and biological studies. Other work related to the environmental clearance includes air quality study, natural environmental study, historic property survey report, noise compliance study, and a visual impact clearance assessment. The additional resources will allow the completion of the environmental studies on time, which will help deliver the project on schedule. Therefore, additional resources in the amount of \$71,000 will be required to complete the PA&ED phase. The PA&ED phase is scheduled to be completed by June 2025.

CONSEQUENCES:

If this allocation request is not approved, the Department will not be able to mitigate for the parent project along this segment of SR 180. Funds for the project will be lost and the project will have to be reprogrammed which will result in delays and could result in higher costs due to escalation.

FINANCIAL RESOLUTION:

Resolved, that \$91,000 be allocated for PA&ED to provide funds to complete the pre-construction phase for this SHOPP project.

Attachment

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2.5 Highway Financial Matters

Project No. Dist-Co-Rte Postmile	PPNO Project ID	Location/Description	EA	Program Year	Phase	Programmed Amount	Allocation Amount
2.5d.(2)	Allocation of Project with COS Cost that Exceeds 20 Percent of the Programmed Amount					Resolution FP-24-37	
1 06-Fre-180 M77.0/R77.7	8053 0623000212	Near the community of Yokuts Valley, from east of George Smith Road to Elwood Road. <u>Outcome/Outputs:</u> Oak tree mitigation and replacement planting for EA 1A460. <u>Program Code</u> 201.010 - Safety Improvements <u>Performance Measure:</u> 0.00 Annual fatal and serious injury collision(s)	1A462	25-26	PA&ED	\$20,000	\$91,000

MEMORANDUM

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 5-6, 2024

From: STEVEN KECK, Chief Financial Officer

Reference Number: 2.5d.(3), Action Item

Prepared By: Gloria Roberts
District 07 - Director

Subject: ALLOCATION FOR PROJECT WITH COSTS THAT EXCEED THE
PROGRAMMED AMOUNT BY MORE THAN 20 PERCENT
PPNO 5392/EA 34850 – LOS ANGELES COUNTY – STATE ROUTE 2
RESOLUTION FP-24-38

ISSUE:

Should the California Transportation Commission (Commission) approve the California Department of Transportation's (Department) allocation request for \$8,021,000 for Construction of the State Highway Operation and Protection Program (SHOPP) Americans with Disabilities Act Curb Ramps project on State Route (SR) 2, in Los Angeles County, to advertise the project?

RECOMMENDATION:

The Department recommends that the Commission approve the requested allocation for this SHOPP project.

PROJECT DESCRIPTION:

This project is located on SR 2 in the cities of Los Angeles, Glendale, and La Canada Flintridge, from Sycamore Avenue to Briartree/Greenridge Drive, in Los Angeles County. The project will upgrade pedestrian facilities.

FUNDING AND PROGRAMMING STATUS:

In May 2020, this project was programmed in the SHOPP for \$3,432,000 in Construction Capital and \$1,848,000 in Construction Support for allocation in Fiscal Year 2022-23. In June 2023, the project received an 18-month allocation time extension for the Construction phase.

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In September 2024, the Engineer's Estimate (EE) reflected the need of \$5,850,000 in Construction Capital (70.5 percent over the programmed amount) and \$2,171,000 in Construction Support (17.5 percent over the programmed amount). The Department plans to advertise the project in January 2025, and begin construction in June 2025. Construction is planned for two construction seasons with a duration of 300 working days.

REASON FOR COST INCREASE:

The Construction Capital estimate is greater than the programmed amount due to market price fluctuation, additional work, and work items that were underestimated during the programming phase. The Construction Support estimate is greater than the programmed amount due to an increase in labor cost, inspection, contract administration, and required coordination.

Capital Cost Increase:

The scope of this project proposes to upgrade pedestrian facilities along an 11.5-mile segment of SR 2. During the design phase, it was found that upgrading the curb ramps on the bridges required modifying part of the bridge rails, fencing, and reinforced sidewalks. As part of the pedestrian facility upgrade work, existing signals and lighting poles are required to be modified, replaced, or relocated. While detailed curb ramp design was being performed, additional impacts to these existing signals and lighting poles were identified. In addition, while the curb ramps are upgraded during construction, a temporary pedestrian access route item was found to be required and was added to the EE.

Based on recent bids from similar projects, adjustment of unit prices for various items such as minor concrete, concrete removal, traffic control, electrical items, and traffic stripping and signing resulted in an increase to the EE. In addition, the Department furnished expenses and supplemental work items were also adjusted to reflect current project needs.

The adjustments to unit prices of specific bid items, the addition of bridge concrete work and a temporary pedestrian access route item, and additional electrical work, has resulted in an increase of \$2,418,000 in capital costs.

Support Cost Increase:

The support cost increase is due to the increasing effort for tracking and monitoring of contractor labor compliance, material testing, and coordination with the City of Los Angeles in addition to general increases in overall labor cost. Additional structure inspection staff are required for the structure items that were identified during design. Additional electrical inspection staff are also required as there are more lighting and signal locations being impacted. This led to an increase of \$323,000 in support costs.

CONSEQUENCES:

If this allocation request is not approved, the Department will not be able to advertise the contract to address the deficiencies of the existing pedestrian facilities along this section of

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SR 2. To incorporate all of the deficiencies, the project will have to be reprogrammed, which will result in delays and could result in higher costs due to escalation.

FINANCIAL RESOLUTION:

Resolved, that \$5,850,000 be allocated from the Budget Act of 2023, Budget Act Item 2660-302-0890 and Non-Budget Act Item 2660-802-3290 for Construction Capital, and \$2,171,000 for Construction Support, to provide funds to advertise this SHOPP project.

Attachment

2.5 Highway Financial Matters

2.5 Highway Financial Matters			PPNO		
Project No.			Program/Year		
Allocation Amount			Phase		
County	Location		Prgm'd Amount	Budget Year	
Dist-Co-Rte	Project Description		Project ID	Item # Fund Type	Amount by
Postmile			Adv Phase	Program Code	Fund Type
			EA		
2.5d.(3)	Allocation of Project with Construction Cost that Exceeds 20 Percent of the Programmed Amount			Resolution FP-24-38	
1	In the cities of Los Angeles, Glendale, and La Canada Flintridge, from		07-5392	505-3290 RMRA	\$249,000
\$8,021,000	Riverside Drive to Gould Mesa. Outcome/Outputs: Upgrade curb ramps		SHOPP/22-23	001-0890 FTF	\$1,922,000
	to Americans with Disabilities Act (ADA) standards, install new Accessible		CON ENG	20.10.201.361	\$2,171,000
Los Angeles	Pedestrian Signals (APS) and traffic signals, stripe new crosswalks, and		\$1,848,000		
07-LA-2	install roadside signs and enhanced wet night visibility pavement		CONST		
15.0/26.5	delineation and markings.		\$3,432,000	2017-18	
			0718000143	802-3290 RMRA	\$671,000
	Preliminary		3,4	2023-24	
	Engineering		34850	302-0890 FTF	\$5,179,000
	PA&ED	\$1,412,000		20.20.201.361	\$5,850,000
	PS&E	\$2,548,000			
	R/W Sup	\$753,000			
		\$277,453			

Performance Measure:

Planned: 95.0, Actual: 61.0 Curb ramp(s)

As part of this allocation request, the Department is requesting to extend
the completion of contract award an additional 3 months beyond the 6
month deadline.

Eighteen month allocation time extension for CONST and CON ENG
approved under Waiver 23-72; June 2023.

CEQA - CE, 5/31/2022; Re-validation 8/16/2024

NEPA - CE, 5/31/2022; Re-validation 8/16/2024

Performance Measure: Curb ramp(s)					
	<u>Unit</u>	<u>Good</u>	<u>Fair</u>	<u>Poor</u>	<u>Quantity</u>
Existing Condition	Each	0.0	0.0	51.0	51.0
Post Condition	Each	61.0	0.0	0.0	61.0

MEMORANDUM

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 5-6, 2024

From: STEVEN KECK, Chief Financial Officer

Reference Number: 2.5d.(4), Action Item

Prepared By: Gloria Roberts
District 07 – Director

Subject: **ALLOCATION FOR PROJECT WITH COSTS THAT EXCEED THE
PROGRAMMED AMOUNT BY MORE THAN 20 PERCENT
PPNO 6024/EA 39020 – LOS ANGELES COUNTY – STATE ROUTE 47
RESOLUTION FP-24-39**

ISSUE:

Should the California Transportation Commission (Commission) approve the California Department of Transportation's (Department) allocation request for \$30,360,000 for the Plans, Specifications, and Estimate (PS&E) and \$1,683,000 in Right of Way (RW) Capital Outlay Support (COS), for the State Highway Operation and Protection Program (SHOPP) Bridge Formula Program project on State Route (SR) 47, in Los Angeles County, to complete the PS&E and RW Support phases?

RECOMMENDATION:

The Department recommends that the Commission approve the requested allocation for this SHOPP project.

PROJECT DESCRIPTION:

This project is located on SR 47 in the City of Los Angeles, near the Port of Long Beach, at the Vincent Thomas Bridge (No. 53-1471), in Los Angeles County. The project will replace the bridge deck, expansion joints, fencing, bridge rails, and seismic sensors.

FUNDING AND PROGRAMMING STATUS:

In January 2023, this project was programmed in the SHOPP for \$20,900,000 in PS&E and \$17,000 in RW Support for allocation in Fiscal Year 2023-24. In May 2023, the project was amended to include the Construction Manager/General Contractor (CMGC) delivery method. In March 2024, the project was amended again to change the program code. In June 2024,

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the project requested an allocation time extension for the PS&E and RW Support phases. However, the request was deferred to the August 2024 meeting and approved for seven months.

In October 2024, the Department updated the estimate and reflected the need for \$30,360,000 in PS&E (45.3 percent over the programmed amount) and \$1,683,000 in RW Support (9,800.0 percent over the programmed amount). The project is scheduled to be Ready to List (RTL) by August 2025, and complete the remaining PS&E activities by December 2025 and RW Support activities by December 2027.

REASON FOR COST INCREASE:

The Vincent Thomas Bridge, which connects Terminal Island at the Port of Los Angeles with San Pedro and Interstate 110, is the fourth longest suspension bridge in the state. The bridge has two lanes in each direction that carries approximately 53,000 vehicles per day on average, including nearly 4,700 heavy-duty trucks. The bridge is in an environmental justice community, is also historically significant, and serves one of the busiest container ports in the nation.

Due to its location, type of structure, and physical and environmental constraints, the project has challenging construction staging and traffic control, extensive coordination with port authorities and railroads, challenging deck type selection, and a time constraint for project completion. With the selection of the CMGC delivery method, the CMGC will assist during design, manage and mitigate risks during delivery and construction, and deliver the project sooner.

The PS&E estimate is greater than the current programmed amount due to additional efforts required for traffic handling plans, public outreach, and structural analysis and design which was beyond what was initially anticipated. The RW Support estimate is greater than the current programmed amount due to additional efforts to acquire temporary construction and access easements that will be required during construction, identify utilities and mitigate conflicts, and acquire various agreements with the property owners and the cities.

PS&E Cost Increase:

The scope of this project proposes to replace various components of the bridge, including the bridge deck, expansion joints, fencing, bridge rails, and seismic sensors. In addition, detour routes will be utilized as a result of full closure of the bridge during construction. During the Project Approval and Environmental Document (PA&ED) phase, after receiving feedback from several stakeholders' concerns regarding the proposed detour routes, the Department recognized the complexity of establishing detour routes. As a result, traffic modeling for additional intersections, along with additional internal and external stakeholders' meetings, will be required during the PS&E phase that were not initially anticipated.

The Department is expected to conduct extensive public outreach efforts in working with the communities, the ports, businesses, elected officials, and residents to develop a robust traffic management plan for closing the bridge during construction. The bridge closure will impact the access to and from both ports and the adjacent underserved environmental justice

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communities. During the PA&ED phase, this effort was determined to be much more than originally planned during the Project Initiation Document (PID) phase.

During the PA&ED phase, the bridge was re-evaluated for load rating for the approach spans, and it was determined that the load rating has decreased, requiring additional structural analysis to determine the required strengthening to bring the approach spans to the required rating. To achieve this increased rating, additional design effort is required. In addition, there is no national standard method of determining and evaluating load rating for suspension bridges, therefore, additional effort is needed to validate the results. The loading requirement has changed since the bridge was built 60 years ago. This change, plus the increased deck weight, even though light-weight concrete will be used, leads the design team to look at various ways to better evaluate the capacity of the bridge superstructure, including taking samples from the bridge, testing, and instrumenting the bridge. It was determined that a structure consultant would be required along with Department staff to perform the various analyses of the bridge, including resistance to seismic events, replacement of the existing bridge deck joints, implementing the new deck and connections, utilization of a median steel barrier in lieu of concrete barrier, and resistance to wind events. The Department, after initial analysis, found that modifying the bridge deck joints to withstand seismic activity, and allow for serviceability and maintainability, will be very challenging. This effort far exceeds what was estimated at the time of programming.

Therefore, additional resources in the amount of \$9,460,000 will be required to complete the PS&E phase. The project is anticipated to be RTL by August 2025 and complete the PS&E phase by December 2025. After detailed analysis is completed, the project's Construction Capital and Support phases will be adjusted, if needed, at a future Commission meeting.

RW Support Cost Increase:

Initially, right of way efforts were very minimal with no parcels being impacted. However, it has been determined that there is a need for temporary elevators during construction to facilitate the movement of workers from ground level to the elevated portions of the bridge. The movement of workers, materials, and equipment will require 24/7 access to the Ports of Los Angeles' and Long Beach's roads to expedite construction and minimize the bridge closure duration and community impacts. It is anticipated that six temporary construction easements (TCEs) will be required to construct the temporary elevators and facilitate materials and equipment movements. These TCEs will impact private leasehold interests within the Ports, necessitating aid from the Relocation Assistance Program regarding the temporary relocation of personal property.

Due to the complex nature of property rights established within the Ports, there is a high risk of long-lead acquisition efforts. In addition, there may be utility conflicts that have yet to be identified within the Ports. The use of positive location investigations for underground utilities are anticipated to be extensive. There is also a moderate risk that utilities discovered to be in conflict will need to be relocated.

Furthermore, agreements will be required with local railroad owners within the Port of

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Los Angeles, Union Pacific Railroad, and the cities of Los Angeles, Long Beach, and Carson. Therefore, additional resources in the amount of \$1,666,000 will be required to complete the RW Support phase by July 2027. The project's RW Capital phase will be amended at a future Commission meeting.

CONSEQUENCES:

If this allocation request is not approved, the Department will not be able to proceed with the design of this project, which proposes to address the critical deficiencies of the bridge that serves two major ports and could have direct impacts to the economy. To address all of the deficiencies, the project will have to be reprogrammed, which will result in delays and could result in higher costs due to escalation.

FINANCIAL RESOLUTION:

Resolved, that \$30,360,000 be allocated for PS&E and \$1,683,000 be allocated for RW Support to provide funds to complete the pre-construction phases for this SHOPP project.

Attachment

2.5 Highway Financial Matters

Project No. Dist-Co-Rte Postmile	PPNO Project ID	Location/Description	EA	Program Year	Phase	Programmed Amount	Allocation Amount
2.5d.(4)	Allocation of Project with COS Cost that Exceeds 20 Percent of the Programmed Amount					Resolution FP-24-39	
1 07-LA-47 R0.4/2.0	6024 0722000334	In the city of Los Angeles, near the Port of Long Beach, at Vincent Thomas Bridge No. 53-1471. <u>Outcome/Outputs:</u> Replace bridge deck and seismic sensors. This is a Construction Manager/General Contractor (CMGC) project. (G13 Contingency) <u>Program Code</u> 201.116 - Bridge Formula Program <u>Performance Measure:</u> 1.0 Bridge(s) Concurrent consideration of funding under Resolution E-24-116; December 2024. Seven month allocation time extension for PS&E and R/W Sup approved under Waiver 24-125; August 2024.	39020	25-26	PS&E RW Sup	\$20,900,000 \$17,000	\$30,360,000 \$1,683,000

MEMORANDUM

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 5-6, 2024

From: STEVEN KECK, Chief Financial Officer

Reference Number: 2.5e.(2), Action Item

Prepared By: Matthew Brady
District 01 – Director

Subject: **SUPPLEMENTAL FUNDS FOR CAPITAL OUTLAY SUPPORT PHASE**
PPNO 2535/EA 0J801 – HUMBOLDT COUNTY – STATE ROUTE 299
RESOLUTION FA-24-32

ISSUE:

Should the California Transportation Commission (Commission) approve the California Department of Transportation's (Department) request for an additional \$800,000 in Capital Outlay Support (COS), for the State Highway Operation and Protection Program (SHOPP) Major Damage (Permanent Restoration) project on State Route (SR) 299, in Humboldt County, to complete the Plans, Specifications, and Estimate (PS&E) phase?

RECOMMENDATION:

The Department recommends that the Commission approve this request for a COS supplemental funds allocation for this SHOPP project.

PROJECT DESCRIPTION:

This project is located on SR 299, near the City of Blue Lake, east of Blue Lake Boulevard, in Humboldt County. The project will restore the storm damaged roadway by adjusting the alignment and stabilizing failed slopes.

FUNDING AND PROGRAMMING STATUS:

In March 2021, the PS&E phase was programmed for \$1,989,000 in the SHOPP for allocation in Fiscal Year 2022-23. In June 2022, the project was amended to combine one location from another project (EA 0H431/PPNO 2492) that overlaps with this project and revise the performance measure. In June 2023, the project received a 2-month allocation time extension for the PS&E and Right of Way Support phases. In August 2023, PS&E phase was allocated for \$1,989,000. In May 2024, the project was amended again to correct the postmile limits and

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project description from the adjacent location that was added through the previous amendment. In October 2024, the project received partial G-12 funds in the amount of \$250,000 for PS&E. The PS&E phase is currently 60 percent complete, and the remaining budget is \$188,000, which is insufficient to complete the phase. The project is anticipated to be Ready to List by March 2025 and complete the remaining PS&E activities by September 2025.

REASON FOR COST INCREASE:

The project realized cost increases due to the unexpected design changes to the retaining walls for the expanding failed slopes which have affected the roadway alignment and drainage systems, and project delays.

The project proposes to restore approximately one mile of storm damaged roadway along SR 299 on a realigned roadway with drainage systems. The site is a smaller, faster moving landslide encompassed by a much larger, slower moving earth flow, and the site has continued to move through project development. In September 2023, the design team found seven retaining walls had to be re-designed due to the continuous geologic movement and most current geotechnical recommendations. As a result, the proposed roadway realignment and drainage systems had to be adjusted. Redesign of the retaining walls, adjustments to the roadway alignment, and drainage systems resulted in four additional months of design work. This is a complex site for de-watering the slope and managing surface runoff. The redesign of the drainage systems had to remain within the same level of the environmental clearance. The Department explored options to minimize cost while addressing the slope failures and as a result changed one retaining wall to utilize a cut slope design. The project development team is still working through the modifications and impacts to the roadway and water quality requirements to complete the PS&E package.

As the Department progresses through the PS&E phase, the additional design resources will be used to finalize the geotechnical report, complete the PS&E documents, and the advertisement and award of the contract. As a result of the delays discussed above, additional support costs in the amount of \$800,000 are needed to allow the completion of the remaining PS&E activities by September 2025.

CONSEQUENCES:

If this request for supplemental funds is not approved, the Department will not be able to complete the PS&E phase to address the permanent restoration of the storm damaged roadway. To address the restoration of the roadway, the project will need to be reprogrammed in a future SHOPP cycle which could lead to a project cost increase.

FINANCIAL RESOLUTION:

Resolved, that \$800,000 be allocated to provide funds to complete the PS&E phase for this SHOPP project.

Attachment

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2.5 Highway Financial Matters

Project #		PPNO		
Allocation Amount		Program		
Recipient		Phase		
County		Program Code		
Dist-Co-Rte	Location	Project ID		This
Postmile	Project Description	Adv Phase	Original Amount	Supplemental
		EA		Request
2.5e.(2)	COS Supplemental Funds for Previously Voted Project			Resolution FA-24-32
1	Near Blue Lake, from 0.9 mile east to 2.1 miles east of Blue Lake Boulevard.	01-2535	\$2,239,000	\$800,000
\$800,000		SHOPP		
		PS&E		
Department of	<u>Outcome/Output:</u> Restore storm damaged roadway by	20.10.201.131		
Transportation	relocating on a new alignment.	0120000032		
Humboldt		1		
01-Hum-299	Supplemental funds are needed to complete PS&E.	0J801		
R8.0/R9.2				
	CEQA - CE, 6/19/2023			
	NEPA - CE, 6/19/2023			

MEMORANDUM

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 5-6, 2024

From: STEVEN KECK, Chief Financial Officer

Reference Number: 2.5e.(3), Action Item

Prepared By: Matthew Brady
District 01 – Director

Subject: **SUPPLEMENTAL FUNDS FOR CAPITAL OUTLAY SUPPORT PHASE
PPNO 2251/EA 46480 – HUMBOLDT COUNTY – UNITED STATES HIGHWAY 101
RESOLUTION FA-24-33**

ISSUE:

Should the California Transportation Commission (Commission) approve the California Department of Transportation's (Department) request for an additional \$695,000 in Capital Outlay Support (COS), for the State Highway Operation and Protection Program (SHOPP) Operational Improvements project on United States Highway (US) 101, in Humboldt County, to complete the Plans, Specifications, and Estimate (PS&E) phase?

RECOMMENDATION:

The Department recommends that the Commission approve this request for a COS supplemental funds allocation for this SHOPP project.

PROJECT DESCRIPTION:

This project is located on US 101 near Garberville, from 0.5 miles south to 0.6 miles north of the Richardson Grove Undercrossing, in Humboldt County. The project will make a minor realignment of the roadway.

FUNDING AND PROGRAMMING STATUS:

In June 2009, the project's PS&E phase was programmed for \$900,000 in the SHOPP for allocation in Fiscal Year 2010-11. In May 2010, the project was amended to increase the PS&E phase to \$1,472,000. In July 2010, the project was again amended to increase the PS&E phase to \$1,565,000. In June 2012, the timely use of funds lapsed on the project due to ongoing litigation challenging the project's environmental document. A preliminary injunction

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was granted which prohibited further project development work until the legal process had been completed.

In August 2021, the project's Project Approval and Environmental Document phase was reprogrammed. In June 2022, the project was amended to program the remaining phases. The PS&E phase was programmed for \$692,000 for allocation in 2022-23. In June 2023, the project received a 6-month allocation time extension for the PS&E and Right of Way Support phases due to ongoing California Environmental Quality Act litigation. In December 2023, the project received an allocation of \$692,000 for the PS&E phase. In October 2024, the project received partial G-12 funds in the amount of \$175,000. The PS&E phase is currently 45 percent complete, with a remaining budget of \$175,000, which is insufficient to complete the phase. The project is scheduled to complete the remaining PS&E activities by September 2025.

REASON FOR COST INCREASE:

The project realized cost increases due to additional resources required by the Department's Structures and Environmental staff to complete PS&E efforts.

In April 2024, the Department's Design and Engineering Services staff requested additional resources to complete the structures scope of work. The resources are needed to revise the geotechnical report, complete an updated foundation report, and include new design parameters for a retaining wall reflecting current design standards and policy. As a result, a re-evaluation of the retaining wall design will be necessary. Any elements of the wall that are under capacity or features that are obsolete or not compliant with current policy will need to be addressed. In addition, the Department will also need to update the specifications and estimate accordingly. The additional resources will be utilized to complete the geotechnical and foundation reports, complete the plans, specifications, and estimate, and complete constructability reviews. The amount of work required to re-package the project was underestimated.

The United States Fish and Wildlife Service (USFWS) permitting requirements are more extensive and time-consuming than was planned and programmed, resulting in the need for additional resources to complete permitting. The project has received opposition since the project kickoff meeting in July 2007. Since 2010, the project has been involved with litigation and resources for this effort have been difficult to estimate. In May 2024, the Department's Environmental staff requested additional resources to complete the bird surveys for Northern Spotted Owl and Marbled Murrelet, required to be updated by USFWS. These surveys are very extensive and time-consuming and must be completed multiple times to keep the data current and avoid daily work windows during construction. Additional hours for coordination with State Park on construction, and revegetation plan details are also required. During litigation, the judge requested in the writ that the Department coordinate extensively with the State Park on the project. There has been extensive coordination with permitting agencies during the PS&E phase. This coordination is expected to continue through construction.

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In addition, new storm water compliance regulations were passed since the project was planned and programmed, resulting in the project now meeting the requirements for the need of a stormwater treatment plan. Non-standard special provision approvals may take longer than expected as well due to concerns with updated stormwater compliance standards. These concerns are mostly associated with the types of materials (i.e., gravel filters) being utilized to comply. To facilitate these questions and properly design the treatment plan, additional work, including site soil gradations, is required. The treatment plan will need to be reviewed by the Department's Headquarters Stormwater staff. Ready to List is scheduled to be achieved by April 2025.

The additional resources will be utilized to complete stormwater treatment work, associated bird surveys, and landscape plans. Therefore, additional support costs in the amount of \$695,000 are needed to allow the completion of this work and the remaining PS&E activities through award by September 2025.

CONSEQUENCES:

If this request for supplemental funds is not approved, the Department will not be able to complete the PS&E phase and address the operational improvements along this segment of US 101. To address the operational improvements, the project will need to be reprogrammed in a future SHOPP cycle, which could lead to the potential of a project cost increase.

FINANCIAL RESOLUTION:

Resolved, that \$695,000 be allocated to provide funds to complete the PS&E phase for this SHOPP project.

Attachment

2.5 Highway Financial Matters

Project #		PPNO		
Allocation Amount		Program		
Recipient		Phase		
County		Program Code		
Dist-Co-Rte	Location	Project ID		This
Postmile	Project Description	Adv Phase	Original Amount	Supplemental
		EA		Request
2.5e.(3)	COS Supplemental Funds for Previously Voted Project			Resolution FA-24-33
1	Near Garberville, from 0.5 mile south to 0.6 mile north of Richardson Grove Undercrossing.	01-2251	\$867,000	\$695,000
\$695,000		SHOPP		
		PS&E		
Department of	Outcome/Output: Realign roadway.	20.10.201.310		
Transportation		0100000266		
Humboldt	Supplemental funds are needed to complete PS&E.	1		
01-Hum-101		46480		
Var	CEQA - FEIR, 1/30/2023			
	NEPA - FONSI, 5/1/2017			
	Future consideration of funding approved under Resolution E-23-153; December 2023.			

MEMORANDUM

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 5-6, 2024

From: STEVEN KECK, Chief Financial Officer

Reference Number: 2.5e.(4), Action Item

Prepared By: David Moore
District 02 – Director

Subject: **SUPPLEMENTAL FUNDS FOR CAPITAL OUTLAY SUPPORT PHASE
PPNO 3790/EA 1J380 – SHASTA COUNTY – INTERSTATE 5
RESOLUTION FA-24-34**

ISSUE:

Should the California Transportation Commission (Commission) approve the California Department of Transportation's (Department) request for an additional \$800,000 in Capital Outlay Support (COS), for the State Highway Operation and Protection Program (SHOPP) Collision Severity Reduction project on Interstate 5 (I-5), in Shasta County, to complete the Plans, Specifications, and Estimate (PS&E) phase?

RECOMMENDATION:

The Department recommends that the Commission approve this request for a COS supplemental funds allocation for this SHOPP project.

PROJECT DESCRIPTION:

This project is located on I-5 in the City of Redding, from north of Cypress Avenue to north of Oasis Road, in Shasta County. The project will rehabilitate the pavement, replace overhead signs, concrete and cable barrier, and guardrail. It will improve the vertical clearance of bridges and upgrade bridge rails. It will also replace and install transportation management system elements, consisting of replacing a highway advisory radio, closed-circuit television camera, and changeable message signs, installing a fiber optic line, and constructing a communication hub.

FUNDING AND PROGRAMMING STATUS:

In March 2022, the project's PS&E phase was programmed for \$1,887,000 in the SHOPP for allocation in Fiscal Year 2023-24. In May 2023, the project was amended to increase PS&E to \$2,037,000 due to the addition of bridge rail upgrades, which will be funded through

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Infrastructure Investment and Jobs Act (IIJA) funding. In January 2024, the project received a PS&E allocation for \$2,444,000. In March 2024, the project was amended again due to the addition of a fiber optic line and communication hub, which will be funded through IIJA funding. Since the PS&E phase was already allocated, adjustments to the programming could not be performed. The amendments only adjusted the Construction and Right of Way Capital phases. The project has not received any G-12 funds for the PS&E phase. The PS&E phase is currently 70 percent complete, with a remaining budget of \$288,000, which is insufficient to complete the phase. If this request for additional funding is approved, it is anticipated to Ready to List the project by January 2025, and complete the remaining PS&E activities by June 2025.

REASON FOR COST INCREASE:

The project realized cost increases due to the need to add infill walls to the bridge widening work, incorporate the construction of a communication hub, and additional pavement rehabilitation work.

During the PS&E phase, the Department's bridge design group incorporated infill walls to the bridges that are being widened to address seismic resiliency. The infill walls were not originally identified as part of the bridge widening strategy and therefore not programmed. This change has increased the support costs associated with bridge and traffic control design by \$200,000.

Additionally, IIJA funds became available in the Fall of 2023 to install a fiber optic line and construct a communication hub within the project limits. However, due to the allocation of the PS&E phase, it could not be augmented using IIJA funds for the support cost increases necessary to design the added work. Therefore, an additional \$350,000 in support costs are required to incorporate this work into the project.

The proposed work on this project includes converting the existing number one lane in the southbound direction to a truck-only lane. Initially, the project development team assumed the existing lane could support truck traffic at the time of scoping and programming the project. However, in March 2024 after additional studies were conducted, it was determined that the pavement structural section requires rehabilitation to support truck traffic. This led to an additional increase in the support costs associated with field data collection, traffic evaluation, and structural section and traffic handling design by \$250,000.

Therefore, additional support costs in the amount of \$800,000 are needed to incorporate the work and complete the remaining PS&E activities by June 2025.

CONSEQUENCES:

If this request for supplemental funds is not approved, the Department will not be able to complete the PS&E phase and incorporate the elements that will address collision severity reduction along this segment of I-5 and IIJA funding will lapse. To address the collision severity reduction and IIJA elements, the project will need to be reprogrammed in a future SHOPP cycle which could lead to the potential of a project cost increase.

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FINANCIAL RESOLUTION:

Resolved, that \$800,000 be allocated to provide funds to complete the PS&E phase for this SHOPP project.

Attachment

2.5 Highway Financial Matters

Project #		PPNO		
Allocation Amount		Program		
Recipient		Phase		
County		Program Code		This
Dist-Co-Rte	Location	Project ID		Supplemental
Postmile	Project Description	Adv Phase	Original Amount	Request
		EA		
2.5e.(4)	COS Supplemental Funds for Previously Voted Project			Resolution FA-24-34
1	In Redding, from north of Cypress Avenue to 0.6 mile north of Oasis Road.	02-3790	\$2,444,000	\$800,000
\$800,000		SHOPP		
		PS&E		
Department of	<u>Outcome/Output:</u> Replace overhead signs, concrete and	20.10.201.015		
Transportation	cable barrier, and guardrail, improve vertical clearance,	0220000064		
Shasta	upgrade bridge rails, and replace Transportation	1		
02-Sha-5	Management System (TMS) elements.	1J380		
R14.80/R20.00	Supplemental funds are needed to complete PS&E.			
	CEQA - MND, 12/26/2023			
	NEPA - CE, 12/27/2023			
	Future consideration of funding approved under			
	Resolution E-24-05; January 2024.			

MEMORANDUM

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 5-6, 2024

From: STEVEN KECK, Chief Financial Officer

Reference Number: 2.5e.(6), Action Item

Prepared By: Diana Gomez
District 06 – Director

Subject: **SUPPLEMENTAL FUNDS FOR CAPITAL OUTLAY SUPPORT PHASE**
PPNO 6949/EA 0W800 – FRESNO COUNTY – STATE ROUTE 99
RESOLUTION FA-24-36

ISSUE:

Should the California Transportation Commission (Commission) approve the California Department of Transportation's (Department) request for an additional \$6,000,000 in Plans, Specifications, and Estimate (PS&E) and \$750,000 in Right of Way (RW) Capital Outlay Support (COS), for the State Highway Operation and Protection Program (SHOPP) Roadway Rehabilitation project on State Route (SR) 99, in Fresno County, to complete the PS&E and RW phases?

RECOMMENDATION:

The Department recommends that the Commission approve this request for COS supplemental funds allocation for this SHOPP project.

PROJECT DESCRIPTION:

This project is located on SR 99 in the City of Fresno (City), from south of El Dorado Street to Clinton Avenue, in Fresno County. The project will rehabilitate the roadway, remove and enhance interchanges, repair or replace culverts, construct retaining and sound walls and pumping plants, replace or widen bridges, and construct a new pedestrian overcrossing.

FUNDING AND PROGRAMMING STATUS:

In December 2018, the project's PS&E and RW Support phases were programmed for \$21,000,000 and \$4,000,000 in the SHOPP for allocation in Fiscal Year 2021-22. In October 2019, the project was amended to decrease the PS&E and RW Support phases to \$18,000,000 and \$1,800,000 due to the revision of the resource hours using the updated design proposal. In March 2020, the project was selected to utilize the Construction

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Manager/General Contractor (CMGC) delivery method. In October 2020, the CMGC began work on the project. In June 2022, the project received a 9-month allocation time extension for the PS&E and RW Support phases. In March 2023, the project received a PS&E allocation for \$18,000,000 and RW Support allocation for \$2,150,000. In June 2024, the project requested an allocation time extension for the Construction phase. However, the request was deferred to the August 2024 meeting and approved for nine months. The project has not received any G-12 funds for the PS&E and RW Support phases. The PS&E and RW Support phases are currently 75 and 70 percent complete respectively. The remaining budget is \$100,000 for the PS&E phase and \$150,000 for the RW Support phase, which is insufficient to complete the phases. The project is scheduled to be Ready to List (RTL) in June 2025. If this request for additional funding is approved, it is anticipated that PS&E activities through award will be completed by October 2025.

REASON FOR COST INCREASE:

The project realized cost increases to the PS&E phase due to additional efforts on design elements after allocation, and extensive justification and coordination efforts to split out the proposed child project to maintain the construction schedule. The project realized cost increases to the RW Support phase due to extensive third-party coordination that resulted in design adjustments, redesigns, and additional efforts required for parcel acquisition, utility and railroad coordination.

PS&E Cost Increase:

The project proposes to rehabilitate the 6-lane roadway along an approximately 3-mile segment of SR 99. Two interchanges will be removed and another one will be enhanced to mitigate for the ones removed. Culverts will be repaired or replaced, and two pumping plants will be replaced. Several retaining and sound walls with aesthetic enhancements will be constructed. In addition, seven bridges will be replaced or widened, and a new pedestrian overcrossing will be constructed.

The Department and the City have been coordinating for several years to reach a freeway agreement to permanently remove the ramps at two interchanges that would allow the facility to be closer to standard interchange spacing in order to improve operations and safety along this segment of SR 99. The removal of the ramps will permanently impact local road circulation patterns in an area that houses several distribution centers and transitional housing. The Department has had extensive engagement with the City, businesses, and constituents to address their concerns which has led to multiple design revisions. The freeway agreement was signed in April 2023.

In February 2024, it was determined that the right of way parcels and railroad agreement could not be secured by the June 2024 RTL deadline and the Department is pursuing a proposal, in alignment with CMGC guidelines, to split out a child project. The proposal would allow the project to maintain its critical path (5-year construction project) while securing the parcels and railroad agreement required for the second stage of work. This substantial effort includes

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segregating approximately 500 plan sheets to create an independent package (first work package) for the first phase of the project and assembling the remaining work into the second (final) work package for the project. The remaining work includes updating subcontractor bids for the first work package, performing constructability reviews by the CMGC, Independent Cost Estimator, and the Department, and conducting a quantity reconciliation exercise prior to the CMGC advertising the project for subcontractor bids for the second (final) work package. After advertisement of the second work package, the teams will perform a labor-intensive cost reconciliation exercise which will conclude with Agreed-to-Price meetings to derive the final cost. Railroad structure design will continue throughout this phase to derive a package that is acceptable to Union Pacific Railroad (owner) and San Joaquin Valley Railroad (operator).

RTL is scheduled to be achieved by June 2025 for the second work package of the project. These efforts are estimated to cost approximately \$6,000,000, allowing the completion of this work and the remaining PS&E activities through award by October 2025.

An amended time extension will be submitted for action at the January 2025 Commission meeting to extend the construction allocation request to the August 2025 Commission meeting (14 months collectively). The Railroad Agreement remains a high-risk item that may not be executed within the 14-month time frame and may require another amendment to the time extension due to extraordinary circumstances beyond the Department's control.

RW Support Cost Increase:

The RW Support phase timeline was substantially compressed due to the extended environmental phase and further compressed due to delays in obtaining approval of the freeway agreement. This project involves right of way work on 42 parcels, a railroad construction and maintenance (C&M) agreement, and a number of utility relocations. Extensive utility coordination was required to relocate communication, water, and gas line facilities (7 total) off of the reconstructed bridges in order to define and acquire the necessary easements along these paths. Multiple coordination meetings were held with the Fresno Housing Authority for parcel acquisitions and are ongoing. The Department engaged the Union Pacific Railroad early in project development to keep the project on schedule. However, extensive and ongoing coordination is still required to accept the railroad bridge design and finalize the C&M agreement. In addition, a lengthy multi-year coordination with the City has been required for the freeway agreement to permanently close the ramps at the two interchanges. The additional right of way efforts are estimated to cost approximately \$750,000.

CONSEQUENCES:

If this request for supplemental funds is not approved, the Department will not be able to complete the PS&E and RW Support phases of this project to address the deficiencies of the roadway and bridges, and other operational improvements along this segment of SR 99. As a temporary solution, a variety of maintenance projects have been implemented over the years to improve the roadway which have exposed maintenance and construction staff to traffic. To address all of the deficiencies, the project will need to be reprogrammed in a future SHOPP

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cycle, which could lead to the potential of a project cost increase.

FINANCIAL RESOLUTION:

Resolved, that \$6,000,000 be allocated for PS&E and \$750,000 for RW Support to provide funds to complete the pre-construction phases for this SHOPP project.

Attachment

2.5 Highway Financial Matters

Project #		PPNO		
Allocation Amount		Program		
Recipient		Phase		
County		Program Code		
Dist-Co-Rte	Location	Project ID		This
Postmile	Project Description	Adv Phase	Original Amount	Supplemental
		EA		Request
2.5e.(6)	COS Supplemental Funds for Previously Voted Project			Resolution FA-24-36
1	In the City of Fresno, from south of El Dorado Street to Clinton Avenue.	06-6949	\$18,000,000	\$6,000,000
\$6,750,000		SHOPP		
		PS&E	\$2,150,000	\$750,000
Department of	<u>Outcome/Output:</u> Rehabilitate roadway, repair or replace culverts, construct pumping plants, and remove or replace bridges.	R/W Sup		
Transportation		20.10.201.120		
Fresno		0617000306		
06-Fre-99	This is a Construction Manager/General Contractor (CMGC) project.	1,2		
21.2/24.4		0W800		
	Supplemental funds are needed to complete PS&E.			
	CEQA - EIR, 2/7/2023; Re-validation 8/5/2024			
	NEPA - FONSI, 2/8/2023; Re-validation 8/5/2024			
	Future consideration of funding approved under Resolution E-23-40; March 2023.			
	Addendum to the previously approved future consideration of funding approved under Resolution E-24-42A; May 2024.			

MEMORANDUM

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 5-6, 2024

From: STEVEN KECK, Chief Financial Officer

Reference Number: 2.5e.(7), Action Item

Prepared By: Gloria Roberts
District 07 – Director

Subject: **SUPPLEMENTAL FUNDS FOR CAPITAL OUTLAY SUPPORT PHASE**
PPNO 4984/EA 32100 – LOS ANGELES AND ORANGE COUNTIES –
INTERSTATE 405
RESOLUTION FA-24-37

ISSUE:

Should the California Transportation Commission (Commission) approve the California Department of Transportation's (Department) request for an additional \$710,000 in Capital Outlay Support (COS), for the State Highway Operation and Protection Program (SHOPP) Bridge Scour project on Interstate 405 (I-405), in Los Angeles and Orange counties, to complete the Plans, Specifications, and Estimate (PS&E) phase?

RECOMMENDATION:

The Department recommends that the Commission approve this request for a COS supplemental funds allocation for this SHOPP project.

PROJECT DESCRIPTION:

This project is located on I-405 in the City of Long Beach, at the San Gabriel River Bridge (No. 53-1185) and the southbound I-605 to northbound I-405 Connector Bridge (No. 53-1737H), in Los Angeles County, and at the southbound I-405 to northbound I-605 Connector Bridge (No. 55-0413F), in Orange County. The project will retrofit scour critical bridges by extending pier footings, adding cast-in-drilled-hole piles, and reinforcing the area with rock slope protection.

FUNDING AND PROGRAMMING STATUS:

In October 2017, the project's PS&E phase was programmed for \$6,840,000 in the SHOPP for allocation in Fiscal Year 2019-20. In January 2020, the project was selected to utilize the

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Construction Manager/General Contractor (CMGC) delivery method. In June 2020, the project received a 4-month allocation time extension for the PS&E and Right of Way Support phases. In October 2020, the project received a PS&E phase allocation for \$6,140,000. In February 2021, the CMGC began work on the project. In August 2022, the project received a 16-month allocation time extension for the Construction phases, as property right acquisitions are taking longer than anticipated. In October 2023, the project received a 12-month project development expenditure time extension for the PS&E phase. In addition, the project received a 3-month allocation time extension amendment for the Construction phases (totaling 19 months), as a permit was elevated, which required additional time for approval.

In March 2024, the project's PS&E funds lapsed, and the phase was reprogrammed for \$475,000 for allocation in Fiscal Year 2024-25. In May 2024, the project received a PS&E phase allocation for \$475,000. The project has not received any G-12 funds for the PS&E phase. The PS&E phase is currently 70 percent complete. The remaining budget is \$247,000, which is insufficient to complete the PS&E phase. The project is scheduled to be Ready to List (RTL) by April 2025. If this request for additional funding is approved, it is anticipated that the remaining PS&E activities will be completed by June 2025.

REASON FOR COST INCREASE:

The project realized cost increases due to numerous delays that have occurred during the permitting process with various resource agencies.

The project proposes to retrofit three scour critical bridges to preserve the structural integrity by extending pier footings, adding cast-in-drilled-hole piles, and reinforcing the area with rock slope protection. To perform the retrofit work, permits are required to work in the river channel during construction. In addition, the permits require mitigation work to be performed as a result of the impacts from the retrofit work. Permits are required from the United States Army Corps of Engineers (USACE), National Marine Fisheries Service (NMFS), California Department of Fish and Wildlife (CDFW), Los Angeles Regional Water Quality Control Board (LARWQCB), and Los Angeles County Flood Control District.

During preliminary studies for endangered species, there were no species identified at the project site. However, during the later stages of Project Approval and Environmental Document phase, the NMFS identified the green sea turtle as an endangered species within the project location and designated the area as a critical habitat. Currently, the Department's Environmental staff are working on the offsite habitat mitigation plans, which are required by the USACE, LARWQCB, and CDFW. The project will be utilizing a cofferdam as part of the water diversion plan. There have been numerous unanticipated additional iterations to the water diversion plan after reprogramming this project, and the final version resulted in an increase to the total length of the cofferdam, changes to the type of material used, and modifications to the cofferdam installation and removal methods. There were also design changes to allow an open-channel passage for the turtles during construction and for construction of a low-flow channel at the bottom of the river. These changes have increased the quantities substantially and resulted in additional resource needs. The USACE is also requiring the Department to

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provide final cofferdam design plans as part of the final PS&E package to ensure the safe passage for the turtles. This effort for the final cofferdam design was not anticipated as typically, the cofferdam design for the river diversion plan is normally provided by the contractor for the Department's review and approval during construction.

As a result of the delays to the permitting process and changes to the mitigation efforts, additional resources are required to complete the PS&E phase. The CMGC will require resources for design input, attending coordination meetings, and negotiations with the Department to reach an Agreed-to-Price. The Independent Cost Estimator will require resources for attending meetings and coordination to reach an Agreed-to-Price. As for additional resources required by the Department, the Division of Engineering Services office will be updating the plans, attending coordination and opinion of probable construction cost (OPCC) meetings. The Environmental office will perform coordination and resolution of the permits, revalidate the environmental document, attend project development team (PDT) meetings, certify the environmental work, and create task orders for consultant biologist and habitat mitigation and monitoring plans. The Design and Hydraulic offices will require resources for obtaining the permits, coordination with various staff, RTL the project, attend PDT and OPCC meetings, update the PS&E, and get approvals for non-standard special provisions. The Program/Project Management office will require resources for coordination with various staff and attend PDT OPCC meetings.

The total funding required to complete the PS&E phase is \$957,000. Therefore, with the remaining funds in the amount of \$247,000, additional support costs in the amount of \$710,000 are needed to allow the completion of this work and the remaining PS&E activities through award by June 2025.

CONSEQUENCES:

If this request for supplemental funds is not approved, the Department will not be able to secure the required permits and complete the PS&E phase that will address the deficiencies of the three existing bridges on I-405. To secure all of the permits and address all of the deficiencies, the project will need to be reprogrammed in a future SHOPP cycle, which could lead to the potential of a project cost increase.

FINANCIAL RESOLUTION:

Resolved, that \$710,000 be allocated to provide funds to complete the PS&E phase for this SHOPP project.

Attachment

2.5 Highway Financial Matters

Project #		PPNO		
Allocation Amount		Program		
Recipient		Phase		
County		Program Code		
Dist-Co-Rte	Location	Project ID		This
Postmile	Project Description	Adv Phase	Original Amount	Supplemental
		EA		Request

2.5e.(7) COS Supplemental Funds for Previously Voted Project Resolution FA-24-37

1	In Long Beach, at the San Gabriel River Bridge No. 53-1185 and SB 605 to NB I-405 Connector Bridge No. 53-1737H; also in Orange County, on Route 405 at the SB 405 to NB 605 Connector Bridge No. 55-0413F (PM 24.11). Retrofit scour critical bridges to preserve the structural integrity of the bridges by extending pier footings, adding Cast in Drilled Hole (CIDH) piles and reinforcing the area with Rock Slope Protection (RSP).	07-4984 SHOPP PS&E 20.10.201.111 0716000044 1 32100	\$475,000	\$710,000
\$710,000				
Department of Transportation Los Angeles 07-LA-405 0.02				

Outcome/Output: This is a Construction Manager/General Contractor (CMGC) project.

Supplemental funds are needed to complete PS&E.

CEQA - ND, 3/10/2020
NEPA - FONSI, 6/17/2020

Future consideration of funding approved under Resolution E-20-91; October 2020.

MEMORANDUM

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 5-6, 2024

From: STEVEN KECK, Chief Financial Officer

Reference Number: 2.5e.(8), Action Item

Prepared By: Grace Magsayo
District 10 – Director

Subject: **SUPPLEMENTAL FUNDS FOR CAPITAL OUTLAY SUPPORT PHASE
PPNO 3133/EA 0X460 – SAN JOAQUIN COUNTY – STATE ROUTE 4 AND
INTERSTATE 5
RESOLUTION FA-24-38**

ISSUE:

Should the California Transportation Commission (Commission) approve the California Department of Transportation's (Department) request for an additional \$48,000,000 in Capital Outlay Support (COS), for the State Highway Operation and Protection Program (SHOPP) Bridge Rehabilitation and Replacement project on State Route (SR) 4 and Interstate 5 (I-5), in San Joaquin County, to complete the Plans, Specifications, and Estimate (PS&E) phase?

RECOMMENDATION:

The Department recommends that the Commission approve this request for a COS supplemental funds allocation for this SHOPP project.

PROJECT DESCRIPTION:

This project is located on SR 4 and I-5 in the City of Stockton, at the Stockton Channel Viaduct Bridge (No. 29-0176 L/R), from the SR 4 West/I-5 junction to Mount Diablo Avenue, in San Joaquin County. Also, on SR 4 from 0.3 miles west to 0.2 miles east of the SR 4/I-5 Separation area and at the West Freemont Street/North Pershing Avenue interchange. The project will replace the bridges and modify the interchanges.

FUNDING AND PROGRAMMING STATUS:

In March 2018, the project was partially programmed in the SHOPP. In October 2018, the project was amended to program the remaining phases. The PS&E phase was programmed for \$17,000,000 for allocation in Fiscal Year 2024-25. In May 2020, the project was amended again to include the Design-Build (DB) delivery method, decrease the PS&E phase to

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\$15,000,000, move its allocation from 2024-25 to 2020-21, and deprogram the remaining phases to split them into two child projects (one for the southbound and another for the northbound bridge). In June 2020, the project was further amended to increase the PS&E phase to \$18,802,000 to be more consistent with support required for a DB project. In June 2021, the project received a 4-month allocation time extension for the PS&E phase. In October 2021, the project received a PS&E allocation for \$22,000,000. The project has not received any G-12 funds for the PS&E phase. The PS&E phase is currently 30 percent complete, with a remaining budget of \$3,500,000, which is insufficient to complete the phase. The project is scheduled to complete the remaining PS&E activities for the southbound bridge by May 2027 and northbound bridge by August 2028.

REASON FOR COST INCREASE:

The project realized cost increases due to the decision to proceed with the Construction Manager/General Contractor (CMGC) in lieu of the DB delivery method that was presumed at the time of programming the project.

When this project was programmed, it was presumed to utilize the DB delivery method and the PS&E budget was set to complete 30 percent of the design. However, after developing the project, the Department determined that the best delivery method for this project would be to utilize a CMGC. This requires the PS&E phase to be funded to 100 percent. In February 2023, the Department procured a CMGC and an independent Cost Estimator to help provide input on the design and construction method of this complex segmentally constructed bridge. The project has completed 30 percent of the design, and subsequent design stages will require significant effort as there are repetitive calculations and cost comparisons that the team will undertake. Funding is needed to take the project to 100 percent design, including the issuance of a construction package for each bridge.

Moving forward, the team will continue to refine the design and complete 60 percent PS&E and two reviews of the opinion of probable construction cost (OPCC) estimate. The team will also secure environmental permits and finalize the subsequent environmental document. A 3-dimensional virtual model will be developed for the bridges. The intent of the model is to check for conflicts and adjust the design to optimize the rebar spacing and sizing for fitment. The list of innovations will be analyzed, and feasible items will be implemented. To date, the team designed the project as a 3-stage, versus 4-stage project, which was a result of CMGC-lead traffic analysis. In addition, the team coordinated outreach and is performing some environmental testing to expand the 4-month in-water construction window and are confident that the window can be expanded by two to four months. These two major innovations are anticipated to reduce the capital cost of the project significantly. Other cost-cutting innovations are being reviewed and investigated for opportunities for implementation, including use of cast-in-place box girders rather than pre-cast splice girders and some variations on foundation and column design. The team will then refine the design, complete 95 percent PS&E, and perform three reviews of the OPCC estimate. Furthermore, three more reviews of the OPCC estimate will be completed after completion of the 100 percent PS&E. The Department will then

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analyze and optimize the project schedule with the CMGC and Independent Cost Estimator. Finally, the construction cost of the project will be negotiated and awarded to the CMGC, or the project will be packaged for advertisement, bid opening, and awarding utilizing the regular Design-Bid-Build delivery method.

Therefore, additional support costs in the amount of \$48,000,000 are needed to transition from DB to CMGC allowing the completion of this work and the remaining PS&E activities through award for the southbound bridge by May 2027 and the northbound bridge by August 2028.

CONSEQUENCES:

If this request for supplemental funds is not approved, the Department will not be able to complete the PS&E phase and address all of the deficiencies of the existing bridges and modifications to the interchanges along this segment of SR 4 and I-5. The PS&E phase will likely have to be paused, and G-12 funds will need to be requested to allow the review of options to terminate the CMGC pre-construction services contract. To address all the deficiencies and modifications, the project will need to be reprogrammed in a future SHOPP cycle which could lead to the potential of a project cost increase.

FINANCIAL RESOLUTION:

Resolved, that \$48,000,000 be allocated to provide funds to complete the PS&E phase for this SHOPP project.

Attachment

2.5 Highway Financial Matters

Project #		PPNO		
Allocation Amount		Program		
Recipient		Phase		
County		Program Code		
Dist-Co-Rte	Location	Project ID		This
Postmile	Project Description	Adv Phase	Original Amount	Supplemental
		EA		Request
2.5e.(8)	COS Supplemental Funds for Previously Voted Project			Resolution FA-24-38
1	In Stockton, at the Stockton Channel Viaduct Bridge No. 29-0176L/R.	10-3133	\$22,000,000	\$48,000,000
\$48,000,000		SHOPP		
		PS&E		
Department of	<u>Outcome/Output:</u> Bridge rehabilitation to address structural and load carrying capacity deficiencies. This is a Design-Build project. (PA&ED and PS&E Only)	20.10.201.110		
Transportation		1012000259		
San Joaquin		1		
10-SJ-5	As part of this supplemental funds request, the Department will now utilize the Construction Manager/General Contractor in lieu of the Design-Build delivery method.	0X460		
26.1/26.5				
	Supplemental funds are needed to complete PS&E.			
	CEQA - MND, 4/29/2021			
	NEPA - EA, 4/29/2021			
	Future consideration of funding approved under Resolution E-21-82; August 2021.			

MEMORANDUM

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 5-6, 2024

From: STEVEN KECK, Chief Financial Officer

Reference Number: 2.5e.(1), Action Item

Prepared By: Matthew Brady
District 01 – Director

Subject: **SUPPLEMENTAL FUNDS ALLOCATION FOR AWARD OF A PREVIOUSLY
VOTED PROJECT**
PPNO 4630/EA 0F710 – MENDOCINO COUNTY – STATE ROUTE 1
RESOLUTION FA-24-40

ISSUE:

Should the California Transportation Commission (Commission) approve the California Department of Transportation's (Department) request for an additional \$823,000 in Construction Capital for the State Highway Operation and Protection Program (SHOPP) Safety Improvements project on State Route (SR) 1, in Mendocino County, to award the construction contract?

RECOMMENDATION:

The Department recommends that the Commission approve the requested supplemental funds allocation for this SHOPP project.

PROJECT DESCRIPTION:

This project is located on SR 1, near Gualala, from north of Havens Neck Drive to south of Iverson Road, in Mendocino County. The project will realign the roadway and widen lanes and shoulders.

FUNDING AND PROGRAMMING STATUS:

In June 2017, the project was programmed for \$519,000 in Construction Capital and \$728,000 in Construction Support in the SHOPP for allocation in Fiscal Year 2019-20. In June 2019 the project was amended to increase Construction Capital to \$1,334,000 due to an increase in quantities for earthwork, pavement structural section, traffic control, and drainage, and moved

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out the allocation of the Construction phase from 2019-20 to 2020-21. In September 2020, the project's funds lapsed due to modification of the scope that resulted in a need for a higher-level environmental document.

In March 2022, the project was re-programmed for \$3,017,000 in Construction Capital and \$1,698,000 in Construction Support for allocation in 2023-24. In March 2024, the project was amended to decrease Construction Capital to \$2,711,000 and Construction Support to \$790,000 due to the split of plant revegetation mitigation and monitoring work into a child project. In June 2024, the project was allocated for \$3,587,000 in Construction Capital and \$940,000 in Construction Support. Bids were opened in September 2024, and the amount required to award to the lowest bidder exceeded the amount available from project allocated and G-12 funds. Therefore, the Department is requesting supplemental funds in the amount of \$823,000 to award the construction contract. There is a concurrent time extension for award on this month's Commission agenda.

REASON FOR COST INCREASE:

In August 2024, the Department advertised the contract and held bid opening in September 2024. The contract received three bids, of which the lowest bid is 23.8 percent over the Engineer's Estimate (EE). The two remaining bids are 30.7 and 38.3 percent over the EE.

The cost increases on this project are largely attributed to traffic control system, roadway excavation, mechanically stabilized embankment, class 2 aggregate, and clearing and grubbing. Although the EE considered the remote location and long material hauling, the bids were higher than anticipated with the contractors citing the remote location as the reasons for their bid pricing. The traffic control system bid prices were higher due to the required 24/7 flagging and staging. In addition, there is no alternative route to detour around this location. The mechanically stabilized embankment bid prices came in higher due to the restrictive geography at the proposed location. The major unit price differences, between the EE and lowest responsible bid, are related to the following bid items:

- Traffic Control System - 100 percent higher (\$200,000)
- Roadway Excavation - 45 percent higher (\$171,000)
- Mechanically Stabilized Embankment - 45 percent higher (\$98,000)
- Class 2 Aggregate Base - 100 percent higher (\$93,000)
- Clearing and Grubbing - 145 percent higher (\$86,000)

In aggregate, these items amount to an increase of \$648,000 over the EE. The total request includes minor adjustments to other unit bid prices, supplemental work, Department furnished materials, and contingency.

The Department has determined that this request for supplemental funds is in the best interest of the State to be able to award this project to the lowest responsive bidder, avoid delays in implementing this important safety improvements project and add any extra costs to the Department if the project has to be repackaged and/or re-advertised. The Department has

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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.

CONSEQUENCES:

If this request for supplemental funds is not approved, the Department will not be able to address the critical deficiencies of the roadway associated with the safety improvements. In order to be able to address all of the critical deficiencies, the project will be delayed due to having to be reprogrammed in a future SHOPP cycle, at a possible higher project cost.

FINANCIAL RESOLUTION:

Resolved, that \$823,000 be allocated from the Budget Act of 2023, Budget Act Item 2660-302-0890 for Construction Capital, to provide funds to award the construction contract of this SHOPP project.

Attachment

2.5 Highway Financial Matters

Project #		PPNO				
Allocation Amount		Program				
Recipient		Funding Year				
<u>RTPA/CTC</u>	Project Title	Item #	Fund Type	State	State	State
County	Location	Program Codes	Project ID	Federal	Federal	Federal
Dist-Co-Rte	Project Description	Adv Phase	EA	Current Amount	Additional	Revised
Postmile	Project Support Expenditures	EA		by Fund Type	Amount by	Amount by
					Fund Type	Fund Type

2.5e.(1)	Supplemental Funds for Previously Voted Project	Resolution FA-24-40
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1	Near Gualala, from 0.2 mile north of Havens Neck Drive to Gypsy Flat Road; also from 0.5 mile to 0.3 mile south of Iverson Road (PM 9.3/9.5). Realign roadway and widen lanes and shoulders to improve safety.	01-4630			
\$832,000		SHOPP/2023-24			
		CONST			
Department of		302-0042 SHA	\$359,000		\$359,000
Transportation		302-0890 FTF	\$3,228,000	\$832,000	\$4,060,000
<u>MCOG</u>	<u>Outcome/Outputs:</u>	20.20.201.010			
Mendocino	This project will reduce the number and severity of collisions.	0116000047			
01-Men-1		4			
6.4/6.8	Total revised amount \$4,419,000.	0F710			
	Supplemental funds are needed to award.				
	CEQA - MND, 10/25/2021; Re-validation 5/6/2024				
	NEPA - CE, 10/25/2021; Re-validation 5/6/2024				
	Future consideration of funding approved under Resolution E-21-100; December 2021.				

MEMORANDUM

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 5-6, 2024

From: STEVEN KECK, Chief Financial Officer

Reference Number: 2.5e.(9), Action Item

Prepared By: Grace Magsayo
District 10 – Director

Subject: **SUPPLEMENTAL FUNDS FOR CONSTRUCTION COMPLETION PHASE
PPNO 3215/EA 1C790 – MERCED COUNTY – INTERSTATE 5
RESOLUTION FA-24-41**

ISSUE:

Should the California Transportation Commission (Commission) approve the California Department of Transportation's (Department) request for an additional \$4,700,000 in Construction Capital and \$500,000 in Construction Support for the State Highway Operation and Protection Program (SHOPP) Safety Roadside Rest Area Rehabilitation project on Interstate 5 (I-5), in Merced County, to complete the construction contract?

RECOMMENDATION:

The Department recommends that the Commission approve the requested supplemental funds allocation for this SHOPP project.

PROJECT DESCRIPTION:

This project is located on I-5, near the cities of Los Banos and Firebaugh, at the John "Chuck" Erreca Safety Roadside Rest Area, in Merced County. The project will rehabilitate the northbound and southbound facilities.

FUNDING AND PROGRAMMING STATUS:

In March 2018, the project was programmed for \$16,700,000 in Construction Capital and \$3,150,000 in Construction Support in the SHOPP for allocation in Fiscal Year 2021-22. In March 2019, the project was amended to increase Construction Capital to \$23,913,000 due to updated pavement, concrete, water and wastewater estimates; and move up the Construction allocation to 2020-21 to coordinate construction activities with another project. In May 2021, the project was allocated for \$25,602,000 in Construction Capital and \$3,150,000 in Construction Support. In December 2021, the project received an 8-month award time

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extension for the Construction phase. The project was also awarded for \$29,418,000 in Construction Capital after receiving \$3,816,000 in supplemental funds. In April 2022, construction began with 310 working days. In August 2023, the project received G-12 funds in the amount of \$515,000 in Construction Support. In December 2023, the project received supplemental funds in the amount of \$1,300,000 for Construction Support. The remaining funds are currently at \$203,000 in Construction Capital and \$149,000 in Construction Support. The project is 80 percent complete with 5 working days remaining. The planned Construction Contract Acceptance was scheduled for December 2024 and is currently anticipated to be December 2025. A concurrent completion time extension for the Construction phase is on this month's Commission agenda.

REASON FOR COST INCREASE:

The project realized capital and support cost increases due to repair work of distressed concrete flatwork, the addition of safety measures that were not included in the original plans, and the approval of the new surface water treatment system.

Capital Cost Increase:

The project is rehabilitating various components of the northbound and southbound roadside rest area facilities consisting of parking areas, buildings, sidewalks, landscaping, a wastewater lift station, and a water treatment system. The sites consist of clay soil which has expansive properties. The structural section of parking areas was designed to address vehicle loads by utilizing soil testing reports and material recommendations. However, the sidewalk areas are not typically designed to bear heavy loads and the concrete thickness is selected based on standard plans and engineering judgment. With the knowledge of the expansive properties of the soil, and as a mitigation measure, the design of the sidewalk structural section was strengthened appropriately. However, in May 2024, the sidewalk at various locations were showing signs of distress, creating potential trip hazards, and becoming out of compliance from the standards. The soil expansion was beyond what was anticipated and shifted the concrete slabs. To correct the uneven concrete surfaces, the concrete slabs require repairs prior to opening the facilities to the public. The repairs require removal and reconstruction of the concrete slabs. As a part of the repair, subgrade below the concrete slabs will be over-excavated to a depth where the aggregate base thickness is doubled. This will reduce the risk of future damage.

The new wastewater lift stations lack security fencing, leaving the pits and electrical equipment accessible by the public. This poses a safety hazard to the public, and exposes the equipment to potential vandalism and theft. To mitigate these risks, security fencing will be installed around the lift stations.

At the southbound facility, the truck parking area is separated by a descending slope and chain link fence along the roadway of I-5. During a site visit by the Department's Maintenance staff, it was identified that prior to new construction, the top of the slope that is lined with guard posts to prevent errant trucks from rolling down the slope and onto the roadway below required to be

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replaced. However, the contract plans did not include replacement of these guard posts. At the northbound facility, the truck parking area is located at a higher elevation than the car parking area. Similarly, at the southbound facility, an errant truck can potentially roll into the car parking area. As a result, guard posts are needed to prevent this from occurring. Therefore, a total of 195 guard posts will be required to address the safety concern.

In addition, there are safety concerns with recently installed metal decorative panels that have sharp, exposed edges accessible to the public. To mitigate the exposure to the public, the panels will need to be encased in a frame with a glass cover or recessed into the wall with a flush finish.

As a result of the additional repair work and items to address safety concerns, the project will need an additional \$4,700,000 in capital costs to complete the work.

Support Cost Increase:

The increase in support costs is due to the addition of 100 working days to complete the additional work identified above. In addition, the State Water Board's approval for the new surface water treatment system has taken longer than anticipated and additional staff time is needed to respond to their comments.

As a result of the additional work and review process for the approval of the water treatment system, the project will need an additional \$500,000 in support costs to complete the work.

CONSEQUENCES:

If this request for supplemental funds is not approved, the Department will not be able to complete construction of this project and open the safety roadside rest areas for the traveling public to use in a timely manner. If the construction contract is further delayed, it will likely result in claims by the contractor. To complete construction at a later time, another project will have to be programmed in a future SHOPP cycle at a possible higher project cost.

FINANCIAL RESOLUTION:

Resolved, that \$4,700,000 be allocated from the Budget Act of 2023, Budget Act Item 2660-302-0890 for Construction Capital, and \$500,000 in Construction Support, to provide funds to complete the Construction phase for this SHOPP project.

Attachment

2.5 Highway Financial Matters

Project #	Project Title	PPNO				
Allocation Amount	Location	Program				
Recipient		Funding Year				
<u>RTPA/CTC</u>		Item #				
County	Project Description	Fund Type				
Dist-Co-Rte	Project Support Expenditures	Program Codes	State	State	State	State
Postmile		Project ID	Federal	Federal	Federal	Federal
		Adv Phase	Current Amount	Additional	Revised	Revised
		EA	by Fund Type	Amount by	Amount by	Amount by
				Fund Type	Fund Type	Fund Type

2.5e.(9)

Supplemental Funds for Previously Voted Project

Resolution FA-24-41

1	Near Los Banos and Firebaugh, at the John "Chuck" Erreca	10-3215			
\$5,200,000	Safety Roadside Rest Area (SRRA).	SHOPP			
		CON ENG			
Department of	<u>Outcome/Outputs:</u>	001-0890 FTF	\$4,965,000	\$500,000	\$5,465,000
Transportation	Rehabilitate northbound and southbound SRRA facilities.	20.10.201.250			
<u>MCAG</u>	Total revised amount \$39,583,000.	SHOPP/2020-21			
Merced		CONST			
10-Mer-5	Supplemental funds are needed to complete construction.	302-0042 SHA	\$47,300		\$47,300
0.5/0.8		302-0890 FTF	\$29,370,700		\$29,370,700
	CEQA - CE, 1/11/2019; Re-validation 1/13/2021	20.20.201.250			
	NEPA - CE, 1/11/2019; Re-validation 1/13/2021				
		SHOPP/2023-24			
		CONST			
		302-0890 FTF		\$4,700,000	\$4,700,000
		20.20.201.250			
		1016000046			
		3,4			
		1C790			

MEMORANDUM

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 5-6, 2024

From: STEVEN KECK, Chief Financial Officer

Reference Number: 2.5s.(7), Action Item

Prepared By: Dee Lam, Chief
Division of Local Assistance

Subject: **SUPPLEMENTAL FUNDS ALLOCATION FOR THE SENATE BILL 1 TRADE CORRIDOR ENHANCEMENT PROGRAM - 7TH STREET GRADE SEPARATION (EAST) PROJECT, OFF THE STATE HIGHWAY SYSTEM RESOLUTION TCEP-A-2425-11S**

ISSUE:

Should the California Transportation Commission (Commission) approve a request for an additional \$13,500,000 for the Construction (CON) phase of the locally-administered Senate Bill 1 (SB 1) Trade Corridor Enhancement Program (TCEP) 7th Street Grade Separation (East) project (PPNO 2103D), off the State Highway System, in Alameda County?

RECOMMENDATION:

The California Department of Transportation (Department) recommends that the Commission approve a request for an additional \$13,500,000 for the CON phase of the locally-administered SB 1 TCEP 7th Street Grade Separation (East) project (PPNO 2103D), off the State Highway System, in Alameda County.

PROJECT DESCRIPTION:

The 7th Street Grade Separation (East) project (PPNO 2103D) is located in Alameda County and will result in the reconstruction of the existing underpass and multi-use path, and the reconstruction of rail tracks and other rail infrastructure at the Union Pacific Railroad (UPRR) mainline.

FINANCIAL AND PROGRAMMING STATUS:

In May 2018, the Commission programmed \$175,000,000 in SB 1 TCEP funds for the CON phase of the 7th Street Grade Separation (East) project (PPNO 2103D) for Fiscal Year 2019-20. In October 2020, the Commission approved reprogramming of TCEP funds to

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2022-23 after the impasse in negotiations with UPRR. This allowed the Alameda County Transportation Commission (Agency) to initiate a condemnation action to acquire the real property interests from UPRR necessary for the project.

In December 2022, the Commission approved an allocation of \$175,000,000 for the CON phase of the 7th Street Grade Separation (East) project (PPNO 2103D). The Construction Contract for the project was awarded in May 2023. The ongoing negotiations between the Agency and UPRR necessitated additional funds. In July 2023, California State Transportation Agency (CalSTA) Port and Freight Infrastructure Program (PFIP) funds of \$13,500,000 were programmed for the CON phase. In June 2024, the Commission approved an allocation amendment to allow non-proportional spending of the TCEP funds due to State Budget challenges. The Agency explored other avenues for funding, but given that the project is currently in CON, options are limited. The Agency is requesting the additional \$13,500,000 in State TCEP supplemental funds in lieu of the PFIP funds, which were impacted by the State Budget. The non-proportionality conditions are removed due to the absence of PFIP funding.

Construction Component	Original Funding Plan	Supplemental Amount	Revised Allocation Amount
TCEP State	\$70,000,000	\$13,500,000	\$83,500,000
TCEP Regional	\$105,000,000		\$105,000,000
Local Funds	\$84,012,000		\$84,012,000
PFIP	\$13,500,000	(\$13,500,000)	
TOTAL	\$272,512,000		\$272,512,000

REASON(S) FOR THE COST INCREASE:

This project was programmed with TCEP, Local, and PFIP funds. However, due to the State's Budget deficit, PFIP funding is not currently available. To fully fund the project and continue through completion, the Agency is requesting TCEP supplemental funds in lieu of the PFIP funds.

CONSEQUENCES:

If this request for supplemental funds is not approved for the construction completion of the 7th Street Grade Separation (East) project (PPNO 2103D), the project will not be able to deliver the entire scope and will not be completed on time. There might be additional claims due to the delay in funding.

FINANCIAL RESOLUTION:

Be it resolved, that an additional \$13,500,000 be allocated from the Budget Act of 2022, Budget Act Item 2660-101-3291 to complete the CON phase of the 7th Street Grade Separation (East) project (PPNO 2103D).

Attachment

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2.5 Highway Financial Matters

Project #	Project Title	PPNO Program Funding Year Item #	State Federal Current Amount by Fund Type	State Federal Additional Amount by Fund Type	State Federal Revised Amount by Fund Type
Allocation Amount Recipient <u>RTPA/CTC</u> District-County	Location Project Description	Fund Type Program Codes Project ID Adv Phase			

2.5s.(7)

Supplemental Allocation - Locally-Administered Senate Bill 1 - TCEP Project

Resolution TCEP-A-2425-11S

1	7th Street Grade Separation (East) In the city of Oakland within the Port of Oakland along 7th Street, from east of Maritime Street to just west of I-880 near Bay Street.	04-2103D TCEP-S/2022-23 CONST			
\$13,500,000	Reconstruction of the existing underpass and multi-use path, and the reconstruction of rail tracks and other rail infrastructure at the Union Pacific Railroad (UPRR) mainline.	101-3291 TCEA 20.30.210.310	\$70,000,000	\$13,500,000	\$83,500,000
Alameda County Transportation Commission					
<u>MTC</u>	<u>Outputs</u>	<u>Unit</u>			
04-Alameda	Bicycle lane mile(s)	Miles			
	Local road lane-mile(s) rehabilitated	Miles			
	Grade separation(s) / rail crossing improvement(s)	Each			

Total revised amount \$188,500,000.

Supplemental funds are needed to complete construction.

CEQA - EIR, 9/17/2002; Addendum 7/21/2012

Future consideration of funding approved under Resolution E-12-56; August 2012.

Right of Way Certification: 12/02/2022

State TCEP Supplemental funds in lieu of CalSTA Port and Freight Infrastructure Program impacted by State Budget

MEMORANDUM

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 5-6, 2024

From: STEVEN KECK, Chief Financial Officer

Reference Number: 2.1a.(1), Action Item

Prepared By: James R. Anderson, Chief
Division of Financial Programming

Subject: **SHOPP AMENDMENT 24H-006**

ISSUE:

Should the California Transportation Commission (Commission) approve the California Department of Transportation's (Department) request to amend the 2024 State Highway Operation and Protection Program (SHOPP) under SHOPP Amendment 24H-006?

RECOMMENDATION:

The Department recommends that the Commission approve SHOPP Amendment 24H-006 that will amend the 2024 SHOPP, in accordance with Senate Bill (SB) 486 and the Road Maintenance and Rehabilitation Program component of SB 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 16 new capital projects be amended into the 2024 SHOPP, as detailed in 2.1a.(1a). This amendment, summarized below, would be funded from the Bridge Preservation, Collision Reduction, Major Damage Restoration, Mobility, 2024 SHOPP programming capacity and the Infrastructure Investment and Jobs Act (IIJA). These projects are consistent with the 2022 Transportation Asset Management Plan (TAMP).

2024 SHOPP Summary of New Projects	No.	FY 2024-25 (\$1,000)	FY 2025-26 (\$1,000)	FY 2026-27 (\$1,000)	FY 2027-28 (\$1,000)
Bridge Preservation	1	\$82,952	\$0	\$0	\$0
Collision Reduction	3	\$0	\$0	\$21,453	\$0
Major Damage Restoration	11	\$33,609	\$0	\$0	\$0
Mobility	1	\$3,750	\$0	\$0	\$0
Total New Amendments	16	\$120,311	\$0	\$21,453	\$0

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The Department further recommends that the capital projects detailed in 2.1a.(1d) be amended in the 2024 SHOPP to update scope, schedule, cost and make other technical changes. The amended projects are consistent with the Commission-adopted 2022 TAMP.

BACKGROUND:

In each even-numbered year, the Department prepares a 4-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.

SB 486, approved by the Governor on September 30, 2014, requires Commission approval of projects amended into the SHOPP.

Attachments

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List of New 2024 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.																								
Bridge Preservation																													
1 02-Sha-299 13.55/14.58 3933 0225000023 2K000	Near Shasta, from 0.4 mile west of Whiskey Creek Road to 0.1 mile east of Lake Vista Overlook at Whiskey Creek Bridge No. 06-0096. Remove existing superstructure due to deficient welds found in the fracture critical steel girders, construct new superstructure with bike lanes and 8-foot shoulders on existing piers and abutments, and improve horizontal alignment at bridge approaches. This project will utilize the Emergency Limited Bid contract method.	24-25	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$0 \$0 \$0 \$8,708 \$0 <u>\$74,244</u> \$82,952	201.116 Assembly: 1 Senate: 1 Congress: 1																								
PA&ED: N/A R/W: 11/07/2024 RTL: 11/07/2024 BC: 12/10/2024																													
<u>Performance Measure</u> 1.0 Bridge(s)																													
Concurrent CONST and CON ENG allocation under Resolution FP-24-42; December 2024.																													
<table><tr><td colspan="6">Performance Measure: Bridge(s)</td></tr><tr><td></td><td><u>Unit</u></td><td><u>Good</u></td><td><u>Fair</u></td><td><u>Poor</u></td><td><u>Quantity</u></td></tr><tr><td>Existing Condition</td><td>Square feet</td><td>0.0</td><td>0.0</td><td>29,848.0</td><td>29,848.0</td></tr><tr><td>Post Condition</td><td>Square feet</td><td>57,733.0</td><td>0.0</td><td>0.0</td><td>57,733.0</td></tr></table>						Performance Measure: 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	29,848.0	29,848.0	Post Condition	Square feet	57,733.0	0.0	0.0	57,733.0
Performance Measure: 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	29,848.0	29,848.0																								
Post Condition	Square feet	57,733.0	0.0	0.0	57,733.0																								

List of New 2024 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					
2 03-Col-5 R6.67/R7.94 3168 0324000166 0N640	In Colusa, El Dorado, Sutter, and Sacramento Counties, on Routes 5, 49, 99, and 104 at various locations. Install curve warning signs, flashing beacons, rumble strips, radar speed feedback signs, and intersection warning systems, and upgrade roadside signs.	26-27	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$510 \$900 \$40 \$930 \$50 \$4,000 \$6,430	24-25 25-26 25-26 26-27 26-27 26-27
	PA&ED: 7/15/2025 R/W: 5/15/2026 RTL: 7/15/2026 BC: 12/1/2026				201.010 Assembly: 3, 4, 5, 9 Senate: 1, 4, 6 Congress: 1, 5, 7
	<u>Performance Measure</u> 1.17 Annual fatal and serious injury collision(s) Concurrent COS allocation under Resolution FP-24-43; December 2024.				
3 08-Riv-86 R2.5/R4.5 3018F 0824000174 1M290	Near Oasis, from 1.0 mile south to 1.0 mile north of 81st Avenue. Install signals and modify existing left-turn lanes at intersection.	26-27	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$1,573 \$2,060 \$134 \$1,350 \$40 \$4,018 \$9,175	24-25 25-26 25-26 26-27 26-27 26-27
	PA&ED: 11/3/2025 R/W: 11/3/2026 RTL: 1/4/2027 BC: 7/1/2027				201.010 Assembly: 36 Senate: 18 Congress: 25
	<u>Performance Measure</u> 0.36 Annual fatal and serious injury collision(s) Concurrent COS allocation under Resolution FP-24-43; December 2024.				

List of New 2024 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.
4 08-SBd-Var Var 3024R 0824000192 0P040	In San Bernardino County, on Routes 2, 18, 38, and 330 at various locations. Construct warning signs, radar speed feedback signs, and speed reduction markings. PA&ED: 11/3/2025 R/W: 6/1/2026 RTL: 7/6/2026 BC: 1/4/2027 <u>Performance Measure</u> 2.75 Annual fatal and serious injury collision(s) Concurrent COS allocation under Resolution FP-24-43; December 2024.	26-27	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$1,118 \$814 \$51 \$1,102 \$20 <u>\$2,743</u> \$5,848	24-25 25-26 25-26 26-27 26-27 26-27 26-27 201.010 Assembly: 34, 41 Senate: 19, 23 Congress: 23, 28
Major Damage Restoration					
5 03-But-32 R17.45/37.749 2125 0325000029 1N440	Near Chico, from 0.5 mile west of Santos Ranch Road to 0.8 mile east of Humboldt Road. Remove hazard trees, repair pavement, replace damaged fencing, guardrail and signs, install catch basins and debris racks, and place erosion control. <u>Performance Measure</u> 5.0 Location(s) <u>Note:</u> On July 24, 2024, the Park Fire began as a result of arson northeast of Chico. As of August 12, 2024, the fire has burned nearly 429,000 acres. It caused damage to trees, fencing, pavement, ditches, and signs. The purpose of this project is to remove hazard trees, repair pavement, replace damaged fencing, guardrail and signs, install catch basins and debris racks, and place erosion control.	24-25	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$0 \$0 \$0 \$250 \$0 <u>\$1,000</u> \$1,250	24-25 24-25 24-25 201.130 Assembly: 3 Senate: 1 Congress: 1

List of New 2024 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.
6 03-But-70 16.63 2310 0325000041 1N500	Near Oroville, at Garden Drive Overcrossing No. 12-0166. Repair damaged girder.	24-25	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$0 \$0 \$0 \$140 \$0 <u>\$480</u> \$620	24-25 24-25 24-25
	<u>Performance Measure</u> 1.0 Location(s)				201.130 Assembly: 3 Senate: 1 Congress: 1
	<u>Note:</u> On September 17, 2024, the overcrossing was hit in the westbound direction by a truck hauling a backhoe. The collision damaged the bridge girder and one lane was closed to traffic. This project will repair the damaged girder. Abatement is being sought from the responsible party.				
7 04-SM-280 R23.18/R23.28 2928P 0425000022 2X010	In Daly City, from King Drive to 0.1 mile north of King Drive. Abandon underdrain and repair sinkhole failure.	24-25	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$0 \$0 \$0 \$210 \$0 <u>\$585</u> \$795	24-25 24-25 24-25
	<u>Performance Measure</u> 1.0 Location(s)				201.130 Assembly: 19 Senate: 11 Congress: 15
	<u>Note:</u> A sinkhole was reported on August 8, 2024. On August 14, 2024, an investigation team conducted a site visit and identified the sinkhole. This project will import borrow, backfill the sinkhole, abandon the existing underdrain with grout, and reconstruct the pavement.				

List of New 2024 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.
8 05-SB-166 58.0/58.5 3238 0524000217 1S350	Near New Cuyama, from 0.5 mile west of Wasioja Road to Wasioja Road. Repairment embankment and drainage systems, and reconstruct roadway shoulder.	24-25	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$0 \$0 \$0 \$370 \$50 <u>\$1,500</u> \$1,920	24-25 24-25 24-25
	<u>Performance Measure</u> 3.0 Location(s)				201.130 Assembly: 37 Senate: 19 Congress: 24
	<u>Note:</u> On September 20, 2024 heavy storms resulted in debris flows that buried and overtopped Route 166, requiring a full closure. This project will repair embankment and drainage systems, and reconstruct roadway shoulder.				
9 05-SCr-1 36.4/37.45 3237 0524000216 1S340	Near Ano Nuevo State Park, from Waddell Creek Bridge to the San Mateo County line. Clear rockfall protection catchment and repair fencing.	24-25	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$0 \$0 \$0 \$500 \$10 <u>\$1,450</u> \$1,960	24-25 24-25 24-25
	<u>Performance Measure</u> 1.0 Location(s)				201.130 Assembly: 28 Senate: 17 Congress: 19
	<u>Note:</u> The Waddell Bluffs are prone to continuously shedding material from the slope. The rockfall protection system is approximately 5000 feet long. On September 12, 2024 the debris catchment system was inspected and has been determined to be at capacity and the rockfall fence has been damaged. The repairs are beyond the Department's forces to address. This project will clear the catchment and repair the fence.				

List of New 2024 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.
10 06-Fre-99 20.92 8127 0625000036 1H330	In the city of Fresno, at Tuolumne Street Overcrossing No. 42-0171. Repair bridge.	24-25	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$0 \$0 \$0 \$514 \$0 <u>\$1,285</u> \$1,799	201.130 Assembly: 31 Senate: 14 Congress: 21
	<u>Performance Measure</u> 1.0 Location(s)				
	<u>Note:</u> On July 19, 2024 a towing truck and trailer hauling an excavator struck the bridge. A damage assessment inspection indicates more damage than initially reported. This project will repair multiple reinforced concrete girders including remove unsound concrete, install mechanical reinforcement couplers, and patch girder surface damage. Abatement is being sought from the responsible party.				
11 06-Tul-99 23.49 8129 0625000042 1H340	In and near the city of Tulare, at Avenue 184 Overcrossing No. 46-0192. Repair and replace damaged bridge girders.	24-25	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$0 \$0 \$35 \$1,450 \$750 <u>\$5,820</u> \$8,055	201.130 Assembly: 33 Senate: 16 Congress: 22
	<u>Performance Measure</u> 1.0 Location(s)				
	<u>Note:</u> On August 26, 2024 a towing truck and trailer carrying a large excavator traveling northbound struck and damaged the bridge overcrossing. After continued damage assessment, it was determined that the damages were more extensive than initially evaluated. This project will repair and replace multiple bridge girders. Abatement is being sought from the responsible party.				

List of New 2024 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.
12 07-LA-105 R2.001/R2.003 6097 0724000012 2XJ50	Near Hawthorne, at EB 105 to SB 405 Connector Tunnel No. 53-2436G and EB 105 to NB 405 Connector Tunnel No. 53-2437G. Repair or replace damaged ventilation, electrical, fire detection, and water pumping systems in the tunnels.	24-25	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$0 \$0 \$0 \$1,100 \$0 <u>\$3,510</u> \$4,610	24-25 24-25
<u>Performance Measure</u> 2.0 Location(s) <u>Note:</u> An inspection conducted by CalFire in April 2024 found that the ventilation and fire safety systems are not operational. It was concluded that the heavy winter storms of February 2024 resulted in water infiltrating the control centers and short circuiting the system. The short circuited ventilation system began operating unattended for over six days in fire mode and the electrical equipment was damaged due to thermal overload of the systems. The water intrusion caused a complete failure of the ventilation and electrical distribution systems. These systems are critical for fighting fires in the tunnel and also prevent excessive accumulation of carbon monoxide inside the tunnels. This project will repair or replace the damaged ventilation, electrical, fire detection, and water pumping systems in the tunnels.					

List of New 2024 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.
13 11-Imp-Var Var 1543 1124000073 43219	In Imperial County, on Routes 78, 86, 98, and 111 at various locations. Remove debris and repair damaged drainage systems, pavement, and eroded and washed out slope embankments.	24-25	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$0 \$0 \$0 \$1,200 \$0 <u>\$6,000</u> \$7,200	24-25 24-25 24-25
	<u>Performance Measure</u> 4.0 Location(s)				201.130 Assembly: 36 Senate: 18 Congress: 25
	<u>Note:</u> In August 2023, a heavy storm resulted in flash flooding causing debris to cover roadways, eroded and washed out slope embankments, and damaged pavement and overside drains. This project will remove the debris from the roadway and repair drainage systems, pavement, and slope embankments.				
14 11-SD-5 4.67 1566 1124000212 43230	In the city of San Diego, at 75/5 Separation Pump Plant ID 57-0180W. Replace damaged pumps and pump control system, and repair the discharge box.	24-25	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$0 \$0 \$0 \$400 \$0 <u>\$2,000</u> \$2,400	24-25 24-25
	<u>Performance Measure</u> 1.0 Location(s)				201.130 Assembly: 80 Senate: 18 Congress: 52
	<u>Note:</u> Heavy storms in April 2023 brought heavy rains that resulted in flooding, causing water to spill into the pumphouse dry-pit submerging pumps and motors and leakage from the discharge box. This project will replace damaged pumps and pump control system, and repair discharge box.				

List of New 2024 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.
15 11-SD-Var Var 1586 1124000251 43250	In San Diego County, on Routes 5, 56, 78, and 905 at various locations. Repair damaged pavement, drainage systems, and slope embankment.	24-25	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$0 \$0 \$0 \$500 \$0 <u>\$2,500</u> \$3,000	201.130 Assembly: 74, 76, 77, 80 Senate: 18, 38, 40 Congress: 49, 50, 51, 52
<p><u>Performance Measure</u> 5.0 Location(s)</p> <p><u>Note:</u> Heavy winter storms on January 22, 2024 and from February 1, 2024 to February 2, 2024, brought heavy rains that caused multiple sinkholes and washouts, as well as damage to drainage systems. On February 4, 2024, the Governor issued an Emergency Proclamation for San Diego County. This project will repair damaged pavement, drainage systems, and slope embankment.</p>					
Mobility					
16 06-Tul-190 13.1/16.6 8106 0619000026 0Q432	In and near Porterville, from 0.4 mile west of South Westwood Drive to 0.1 mile east of South Main Street. Construct roundabouts, turn lanes, channelization, and signalized intersections. (Additional contribution: \$5,070,000 RW Cap and \$10,100,000 CONST from Tulare County Association of Governments)	24-25	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$0 \$70 \$230 \$2,000 \$0 <u>\$1,450</u> \$3,750	201.310 Assembly: 33 Senate: 16 Congress: 22
<p>PA&ED: N/A R/W: N/A RTL: 1/15/2025 BC: 9/1/2025</p> <p><u>Performance Measure</u> 441.0 Daily vehicle hour(s) of delay (DVHD)</p> <p>Concurrent COS allocation under Resolution FP-24-43; December 2024.</p>					

List of 2024 SHOPP Amendments (Cost, Scope, Schedule and Technical Changes. Includes Federal Emergency Relief.)

Project No. Dist-Co-Rte PM PPNO Project ID EA	Project Location and Description of Work Performance Measure	FY Program Code		Project Costs (\$1,000)			
1 03-Sac-5 25.3/34.4 5859 0316000063 1H170	In and near the city of Sacramento, from American River Bridge to Sacramento River Bridge. Rehabilitate pavement and drainage systems, upgrade facilities to Americans with Disabilities Act (ADA) standards, and upgrade guardrail, signs, and Transportation Management System (TMS) elements.	25-26 201.121	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$1,090 \$2,200 \$600 \$6,300 \$1,340 <u>\$49,770</u> \$61,300	Prior Prior Prior 25-26 25-26 25-26 25-26	\$1,090 \$2,200 \$600 \$6,300 \$1,340 <u>\$49,770</u> \$61,300	Prior Prior Prior 25-26 25-26 25-26 25-26

Performance Measure

~~48.8 Lane mile(s)~~

32.1 Lane mile(s)

Note: Reduce performance measures because emergency projects 03-0N310 and 03-0N350 will repair some of the pavement within the project limits that deteriorated during the 2022-23 winter storms. There is no reduction in cost because of increase in cost for asphalt items, additional curb ramp upgrades, additional traffic signal and lighting items, and additional TMS elements that were not originally accounted for.

Performance Measure: Pavement					
	<u>Unit</u>	<u>Good</u>	<u>Fair</u>	<u>Poor</u>	<u>Quantity</u>
Existing Condition	Lane mile(s)	5.2	26.9	0.0	32.1
Post Condition	Lane mile(s)	32.1	0.0	0.0	32.1

2 03-Sac-80 11.7/13.2 6721 0319000302 0J610	Near the city of Sacramento, from east of Route 51 to 0.7 mile east of Madison Avenue. Replace existing Vegetation and rehabilitate irrigation system.	25-26 201.210	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$210 \$581 \$51 \$1,087 \$5 <u>\$2,400</u> \$4,334	Prior Prior Prior 25-26 25-26 25-26 25-26	\$210 \$581 \$51 \$1,087 \$26 <u>\$2,400</u> \$4,355	Prior Prior Prior 25-26 25-26 25-26 25-26
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Note: Increase R/W capital due to the need to acquire a permanent easement that was not originally anticipated.

List of 2024 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)					
3 04-SM SCI-9 Var 2034K 0420000126 3AC00	In San Mateo and Santa Clara Counties County, on various routes at various locations. Replace or install curve warning signs.	25-26	PA&ED	\$1,730	Prior	\$1,730	Prior	
		201.015	PS&E	\$1,829	Prior	\$1,829	Prior	
			R/W Sup	\$25	Prior	\$25	Prior	
			Con Sup	\$2,183	25-26	\$2,183	25-26	
			R/W Cap	\$163	25-26	\$163	25-26	
			Const Cap	\$6,076	25-26	\$6,076	25-26	
			Total	\$12,006		\$12,006		

Note: Due to the added number of signs during PA&ED, the original project territory has been adjusted to keep the project within originally programmed costs. Overall sign count has increased and number of work locations have decreased. Change description and performance to reflect revised scope.

4 05-SB-101 12.4/22.6 2798 0518000085 1J900	In and near the cities of Santa Barbara and Goleta, from south of Milpas Street Undercrossing to North Fairview Avenue. Rehabilitate pavement, replace bridge rail and concrete barrier, seismic restoration, install Transportation Management System (TMS) elements, rehabilitate drainage systems, and enhance highway worker safety.	25-26 201.121	PA&ED	\$3,325	Prior	\$3,325	Prior
			PS&E	\$3,636	Prior	\$3,636	Prior
			R/W Sup	\$346	Prior	\$346	Prior
			Con Sup	\$7,293	25-26	\$7,293	25-26
			R/W Cap	\$266	25-26	\$425	25-26
			<u>Const Cap</u>	<u>\$57,924</u>	25-26	<u>\$52,677</u>	25-26
			Total	\$72,790		\$67,702	

Performance Measure
56.6 Lane mile(s)

Note: Increase right of way capital for additional utility identifications and railroad permits. After 60 percent constructability review of the bridge seismic retrofit and rubberized asphalt pavement, a construction capital unit cost reduction identified.

Performance Measure: Pavement					
	<u>Unit</u>	<u>Good</u>	<u>Fair</u>	<u>Poor</u>	<u>Quantity</u>
Existing Condition	Lane mile(s)	13.3	43.3	0.0	56.6
Post Condition	Lane mile(s)	56.6	0.0	0.0	56.6

List of 2024 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)			
5	In the city of Los Angeles, on Routes 5, 10, and 101	25-26	PA&ED	\$1,152	Prior	\$1,152	Prior
07-LA-5	at various locations; also on Route 10 at East Los Angeles Hub; also on Route 101 at North Hollywood Hub and at the Los Angeles Regional Transportation Management Center (LARTMC) at 2901 West Broadway. Upgrade Transportation Management System (TMS) elements, upgrade fiber optic lines, replace copper wiring with fiber optic cable, and upgrade communication hubs, and traffic electrical system elements.	201.315	PS&E	\$2,375	Prior	\$2,375	Prior
16.9/27.0			R/W Sup	\$92	Prior	\$92	Prior
5635			Con Sup	\$3,958	25-26	\$3,958	25-26
0719000303			R/W Cap	\$131	25-26	\$524	25-26
36270			Const Cap	\$25,004	25-26	\$19,871	25-26
			Total	\$32,792		\$27,972	

Performance Measure

50.0 Field element(s)

34.0 Field element(s)

Note: Update project scope, including to remove fiber optic upgrade as it was already completed through service contract EA 34040, remove some TMS technology components as they are in good condition, and add traffic signal, lighting, complete street upgrades, and additional utility verification work at multiple intersections. Change project scope, description, performance, R/W capital, and construction capital due to the above updates.

Performance Measure: TMS Elements				
	Unit	Good (Operational)	Poor (Not Operational)	Quantity
Existing Condition	Field element(s)	37.9%	62.1%	29.0
Post Condition	Field element(s)	100.0%	0.0%	34.0

List of 2024 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)					
6 07-LA-405 13.6/29.5 5796 0721000067 37540	In and near the cities of Los Angeles, Torrance, Lawndale, Redondo Beach, Hawthorne, Inglewood, and Culver City, from south of Normandie Avenue to Route 10. Rehabilitate drainage systems.	25-26 201.151	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$1,700 \$3,271 \$1,827 \$2,169 \$3,544 \$6,903 \$19,411	Prior Prior Prior 25-26 25-26 25-26	\$1,700 \$3,271 \$1,827 \$2,690 \$1,099 \$10,029 \$20,616	Prior Prior Prior 25-26 25-26 25-26	
	<u>Performance Measure</u> 52.0 Culvert(s) (ea)							

Note: After detailed field inspections, number of culverts needing replacement has increased, with two locations to utilize a more expensive jack and bore method of construction. Two new Gross Solids Removal Devices (GSRDs) were also added. These changes resulted in an increase of construction capital and support costs. Decreased R/W capital is due to reduction in temporary construction easements and partial takes needed for the project.

Performance Measure: Culverts					
	<u>Unit</u>	<u>Good</u>	<u>Fair</u>	<u>Poor</u>	<u>Quantity</u>
Existing Condition	Linear feet	0.0	1,982.5	1,842.5	3,825.0
Post Condition	Linear feet	3,825.0	0.0	0.0	3,825.0

7 08-SBd-15 R121.0/144.0 3015J 0819000152 1L150	Near Baker, from 0.6 mile north of Basin Road to 7.4 miles north of Route 127. Rehabilitate pavement, drainage systems, and lighting, upgrade guardrail, replace sign panels, and install fiber optic cable, high tension cable barrier, and guardrail.	25-26 201.121	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$2,211 \$2,543 \$25 \$5,582 \$79 \$39,592 \$50,032	Prior Prior Prior 25-26 25-26 25-26	\$2,211 \$2,543 \$25 \$5,582 \$202 \$42,424 \$52,987	Prior Prior Prior 25-26 25-26 25-26	
	<u>Performance Measure</u> 50.6 Lane mile(s)							

Concurrent SB 1 Baseline Agreement approval under Resolution SHOPP-P-2425-03B; December 2024.

Note: Increase R/W capital due to regulatory requirements identified during PA&ED that required the addition of offsite mitigation. Increase construction capital due to revised estimate including updated unit costs, quantity adjustments to roadway bid items, and adjustments to miscellaneous minor items.

Performance Measure: Pavement					
	<u>Unit</u>	<u>Good</u>	<u>Fair</u>	<u>Poor</u>	<u>Quantity</u>
Existing Condition	Lane mile(s)	0.0	50.6	0.0	50.6
Post Condition	Lane mile(s)	50.6	0.0	0.0	50.6

List of 2024 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)			
8	Near Big Bear Lake, from 2.0 miles south of	25-26	PA&ED	\$1,694	Prior	\$1,694	Prior
08-SBd-18	Holcomb Valley Road to Camp Rock Road.	201.121	PS&E	\$1,642	23-24	\$1,642	23-24
56.2/66.9	Rehabilitate pavement and drainage systems,		R/W Sup	\$944	23-24	\$944	23-24
3016F	upgrade guardrail, replace sign panels, construct		Con Sup	\$3,691	25-26	\$3,691	25-26
0820000076	rumble strips, widen shoulders, and apply pavement		R/W Cap	\$150	25-26	\$150	25-26
1L420	delineation.		<u>Const Cap</u>	<u>\$18,760</u>	25-26	<u>\$18,760</u>	25-26
			Total	\$26,881		\$26,881	
	<u>Performance Measure</u>						
	49.8 Lane mile(s)						
	17.8 Lane mile(s)						

Note: Change performance because work is already a part of Highway Maintenance project EA 1H491, which is currently under construction. There is no cost savings for construction capital and support as other items have a cost increase that offset the cost reduction of pavement and number of working days is based on recent work production experienced.

Performance Measure: Pavement					
	<u>Unit</u>	<u>Good</u>	<u>Fair</u>	<u>Poor</u>	<u>Quantity</u>
Existing Condition	Lane mile(s)	0.0	13.1	4.7	17.8
Post Condition	Lane mile(s)	17.8	0.0	0.0	17.8

List of 2024 SHOPP Amendments (Cost, Scope, Schedule and Technical Changes. Includes Federal Emergency Relief.)

Project No. Dist-Co-Rte PM PPNO Project ID EA	Project Location and Description of Work Performance Measure	FY Program Code	Project Costs (\$1,000)					
9	Near Baker, from 2.3 miles north of Silver Lake Road to 3.8 miles south of the Inyo County line.	25-26	PA&ED	\$1,749	Prior	\$1,749	Prior	
08-SBd-127		201.121	PS&E	\$2,753	24-25	\$2,753	24-25	
10.5/37.7	Rehabilitate pavement, upgrade guardrail, construct shoulder backing and rumble strips, apply pavement delineation, replace sign panels, install warning signs		R/W Sup	\$1,825	24-25	\$1,825	24-25	
3004C			Con Sup	\$3,677	25-26	\$3,677	25-26	
0815000173	and Rapid Rectangular Flashing Beacon (RRFB),		R/W Cap	\$405	25-26	\$659	25-26	
1G200	and improve/construct pedestrian and bicycle infrastructure.		<u>Const Cap</u>	<u>\$36,492</u>	25-26	<u>\$38,233</u>	25-26	
			Total	\$48,901		\$48,896		

Performance Measure

~~60.7 Lane mile(s)~~

58.2 Lane mile(s)

Note: Decrease performance because work already performed under emergency project EA 1P700. Update existing condition performance to reflect updated pavement survey. Increase R/W capital due to additional acquisition and condemnation fees for two easements. Decrease construction capital costs due to reduced pavement work.

Performance Measure: Pavement					
	<u>Unit</u>	<u>Good</u>	<u>Fair</u>	<u>Poor</u>	<u>Quantity</u>
Existing Condition	Lane mile(s)	4.2	54.0	0.0	58.2
Post Condition	Lane mile(s)	58.2	0.0	0.0	58.2

(Cost, Scope, Schedule and Technical Changes. Includes Federal Emergency Relief.)

Note: Update project description due to revised post mile, scope, and funding source. Update cost to program PS&E and Construction for FY 24-25 and 26-27 respectively. This additional need will be funded through Infrastructure Investment and Jobs Act (IIJA) Carbon Reduction Program (CRP) funds. Update delivery year from 25-26 to 26-27.

MEMORANDUM

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 5-6, 2024

From: STEVEN KECK, Chief Financial Officer

Reference Number: 4.18, Action Item

Prepared By: Dee Lam, Chief
Division of Local Assistance

Subject: **AMENDMENT TO PROPOSITION 1B INTERCITY RAIL IMPROVEMENT PROGRAM**
RESOLUTION ICR1B-P-2425-01, AMENDING RESOLUTION ICR1B-P-2223-02

ISSUE:

Should the California Transportation Commission (Commission) approve Resolution ICR1B-P-2425-01, amending Resolution ICR1B-P-2223-02 to do the following:

1. Create the Camarillo Station Improvements Plans, Specifications, and Estimate (PS&E) project under project 27.2.
2. Amend the Camarillo Station Improvements Construction (CON) project number from 27.2 to 27.3.
3. Reprogram \$1,622,000 in Proposition 1B (Prop 1B) Intercity Rail Improvement (IRI) Program funds to the Camarillo Station Improvements PS&E phase (PPNO CP042A), which reflects savings of \$1,622,000 from the Project Approval and Environmental Document (PA&ED) phase (PPNO CP042A)?

RECOMMENDATION:

The California Department of Transportation (Department) recommends that the Commission approve Resolution ICR1B-P-2425-01, to do the following:

1. Create the Camarillo Station Improvements PS&E project under project 27.2.
2. Amend the Camarillo Station Improvements Construction project number from 27.2 to 27.3.
3. Reprogram \$1,622,000 in Prop 1B IRI Program funds to the Camarillo Station Improvements PS&E phase (PPNO CP042A), which reflects savings of \$1,622,000 from the PA&ED phase (PPNO CP042A).

“Provide a safe and reliable transportation network that serves all people and respects the environment.”

BACKGROUND:

The Highway Safety, Traffic Reduction, Air Quality and Port Security Bond Act of 2006, approved by voters as Prop 1B, provided \$400 million, upon appropriation by the Legislature, to the Department for intercity rail improvement projects.

This \$400 million program is part of the \$4 billion Public Transportation Modernization, Improvement, and Service Enhancement Account (PTMISEA). This account is to be used to fund public transportation projects. Pursuant to paragraph (2) of subdivision (c) of Section 8879.50 of the Government Code, the Department is the administrative agency for the PTMISEA.

At its December 2007 meeting, the Commission approved guidelines for Prop 1B IRI Program projects in the PTMISEA. These guidelines allow the Department, if necessary, to return to the Commission to request its consent to modify the project list.

The requested changes under this item are reflected in the proposed Prop 1B IRI Program Amendment list and are again presented in an amended list.

The remaining unprogrammed amount of Proposition 1B IRI Program funds after these changes is \$282,000.

The tables on the following pages outline the proposed and amended project totals.

*“Provide a safe and reliable transportation network that
serves all people and respects the environment.”*

PROPOSITION 1B INTERCITY RAIL IMPROVEMENT PROGRAM AMENDMENT (Proposed)					
PROJECT NO.	CORRIDOR ²	AGENCY	PROJECT NAME	PHASE	PROGRAMMED AMOUNT
1.1	CC, PS, SJ	Caltrans	Railcars ¹	CON	\$32,542,000
1.2	CC, PS, SJ	Caltrans	Procurement of Locomotives ¹	CON	\$2,638,000
1.3	CC, PS, SJ	Caltrans	Procurement of Option Locomotives ¹	CON	\$114,820,000
2.1	PS	SANDAG	San Onofre to Pulgas Double Track Phase 1	PA&ED	\$3,146,000
2.2	PS	SANDAG	San Onofre to Pulgas Double Track Phase 2	PS&E	\$972,000
2.3	PS	SANDAG	San Onofre to Pulgas Double Track Phase 1	CON	\$25,284,000
3	SJ	Caltrans	Oakley-Port Chicago Double Track Segment 3	CON	\$23,150,000
4.1	PS	LACMTA	Raymer to Bernson Double Track	PS&E	\$6,081,000
4.2	Removed				
5.1	PS	SCRRA	Van Nuys North Platform	PS&E	\$3,802,000
5.2	PS	SCRRA	Van Nuys North Platform	CON	\$31,117,000
6	CC	CCJPA	Capital Corridor Track, Bridge & Signal Upgrade	CON	\$1,305,000
7	PS	SCRRA	Ventura County Sealed Corridor Crossing Improvement	CON	\$95,000
8	CC	CCJPA	Wayside Power and Storage	CON	\$900,000
9.1	PS	Caltrans, UPRR	Seacliff Siding	PA&ED	\$1,000,000
9.2	Removed				
10	Removed				
11	Removed				
12	PS	Caltrans	Commerce/Fullerton Triple Track	CON	\$31,992,000
13	PS	Caltrans	New Station Track at LA Union Station	CON	\$20,099,000
14	SJ	Caltrans	Kings Park Track and Signal Improvements	CON	\$3,500,000
15	CC, SJ	Caltrans	Wireless Network for Northern CA IPR Fleet	CON	\$2,927,000
16	PS	Caltrans	Santa Margarita Bridge and Double Track	CON	\$15,748,000
17	CC, SJ	Caltrans	Emeryville Station and Track Improvements	CON	\$6,151,000
18	CC	Caltrans	Bahia Benicia Crossover	CON	\$3,445,000
19	PS	Caltrans	SCRRA Sealed Corridor	CON	\$2,782,000
20	PS	NCTD	Left Hand Turnout Project	CON	\$1,000,000
21.1	CC	CCJPA	Sacramento to Roseville 3 rd Track Phase 1	PS&E & RW	\$7,061,000
21.2	CC	CCJPA	Sacramento to Roseville 3 rd Track	CON	\$11,190,000
22	PS	SCRRA	Capitalized Maintenance Southern California Signal and Track Modernization Project	CON	\$2,000,000
23	PS	OCTA	Passing Siding, Laguna Niguel San Juan Capistrano	CON	\$2,000,000
24.1	PS	LOSSAN	Interim San Luis Obispo Layover Facility Expansion	PS&E	\$300,000
24.2	Removed				
25	PS	LOSSAN	Los Alamos Creek Bridge (Narlon) Replacement	CON	\$15,526,000
26	PS	LOSSAN	Canada Honda Creek Bridge Replacement	CON	\$11,000,000
27.1	PS	LOSSAN	Camarillo Station Improvements	PA&ED	\$1,900,000
27.2	PS	LOSSAN	Camarillo Station Improvements	PS&E	\$278,000
27.2 27.3	PS	LOSSAN	Camarillo Station Improvements	CON	\$1,622,000
28	PS	LOSSAN	Central Coast Layover Facility	CON	\$2,845,000
Subtotal All Projects					\$391,718,000
Unprogrammed Amount					\$282,000
Bond Issuance Costs - Loan admin costs, arbitrage rebates, etc. ¹					\$8,000,000
Total Rail Bond Funds					\$400,000,000
1. Bond issuance cost is 2 percent of the bond amount					
2. CC Capitol Corridor, SJ San Joaquins, PS Pacific Surfliner					

"Provide a safe and reliable transportation network that serves all people and respects the environment."

PROPOSITION 1B INTERCITY RAIL IMPROVEMENT PROGRAM AMENDMENT (Amended)					
PROJECT NO.	CORRIDOR ²	AGENCY	PROJECT NAME	PHASE	PROGRAMMED AMOUNT
1.1	CC, PS, SJ	Caltrans	Railcars ¹	CON	\$32,542,000
1.2	CC, PS, SJ	Caltrans	Procurement of Locomotives ¹	CON	\$2,638,000
1.3	CC, PS, SJ	Caltrans	Procurement of Option Locomotives ¹	CON	\$114,820,000
2.1	PS	SANDAG	San Onofre to Pulgas Double Track Phase 1	PA&ED	\$3,146,000
2.2	PS	SANDAG	San Onofre to Pulgas Double Track Phase 2	PS&E	\$972,000
2.3	PS	SANDAG	San Onofre to Pulgas Double Track Phase 1	CON	\$25,284,000
3	SJ	Caltrans	Oakley-Port Chicago Double Track Segment 3	CON	\$23,150,000
4.1	PS	LACMTA	Raymer to Bernson Double Track	PS&E	\$6,081,000
4.2	Removed				
5.1	PS	SCRRA	Van Nuys North Platform	PS&E	\$3,802,000
5.2	PS	SCRRA	Van Nuys North Platform	CON	\$31,117,000
6	CC	CCJPA	Capital Corridor Track, Bridge & Signal Upgrade	CON	\$1,305,000
7	PS	SCRRA	Ventura County Sealed Corridor Crossing Improvement	CON	\$95,000
8	CC	CCJPA	Wayside Power and Storage	CON	\$900,000
9.1	PS	Caltrans, UPRR	Seacliff Siding	PA&ED	\$1,000,000
9.2	Removed				
10	Removed				
11	Removed				
12	PS	Caltrans	Commerce/Fullerton Triple Track	CON	\$31,992,000
13	PS	Caltrans	New Station Track at LA Union Station	CON	\$20,099,000
14	SJ	Caltrans	Kings Park Track and Signal Improvements	CON	\$3,500,000
15	CC, SJ	Caltrans	Wireless Network for Northern CA IPR Fleet	CON	\$2,927,000
16	PS	Caltrans	Santa Margarita Bridge and Double Track	CON	\$15,748,000
17	CC, SJ	Caltrans	Emeryville Station and Track Improvements	CON	\$6,151,000
18	CC	Caltrans	Bahia Benicia Crossover	CON	\$3,445,000
19	PS	Caltrans	SCRRA Sealed Corridor	CON	\$2,782,000
20	PS	NCTD	Left Hand Turnout Project	CON	\$1,000,000
21.1	CC	CCJPA	Sacramento to Roseville 3 rd Track Phase 1	PS&E & RW	\$7,061,000
21.2	CC	CCJPA	Sacramento to Roseville 3 rd Track	CON	\$11,190,000
22	PS	SCRRA	Capitalized Maintenance Southern California Signal and Track Modernization Project	CON	\$2,000,000
23	PS	OCTA	Passing Siding, Laguna Niguel San Juan Capistrano	CON	\$2,000,000
24.1	PS	LOSSAN	Interim San Luis Obispo Layover Facility Expansion	PS&E	\$300,000
24.2	Removed				
25	PS	LOSSAN	Los Alamos Creek Bridge (Narlon) Replacement	CON	\$15,526,000
26	PS	LOSSAN	Canada Honda Creek Bridge Replacement	CON	\$11,000,000
27.1	PS	LOSSAN	Camarillo Station Improvements	PA&ED	\$278,000
27.2	PS	LOSSAN	Camarillo Station Improvements	PS&E	\$1,622,000
27.3	PS	LOSSAN	Camarillo Station Improvements	CON	\$2,845,000
28	PS	LOSSAN	Central Coast Layover Facility	CON	\$3,400,000
Subtotal All Projects					\$391,718,000
Unprogrammed Amount					\$282,000
Bond Issuance Costs - Loan admin costs, arbitrage rebates, etc.¹					\$8,000,000
Total Rail Bond Funds					\$400,000,000
1. Bond issuance cost is 2 percent of the bond amount					
2. CC Capitol Corridor, SJ San Joaquins, PS Pacific Surfliner					

“Provide a safe and reliable transportation network that serves all people and respects the environment.”

CALIFORNIA TRANSPORTATION COMMISSION

**Commission Advice and Consent
Proposition 1B Intercity Rail Capital Program Amendment**

**Resolution ICR1B-P-2425-01,
Amending Resolution ICR1B-P-2223-02**

- 1.1 WHEREAS, Proposition 1B, passed by California voters on November 7, 2006, called for \$4 billion to be deposited into the Public Transportation Modernization, Improvement, and Service Enhancement Account; and
 - 1.2 WHEREAS, of the \$4 billion, \$400 million was designated, to be available upon appropriation by the Legislature, for intercity rail capital projects, including at least \$125 million for the purchase of additional rail cars and locomotives; and
 - 1.3 WHEREAS, the California Transportation Commission (Commission) approved at its December 2007 meeting, the “Guidelines for Intercity Passenger Rail Projects in the Public Transportation Modernization, Improvement, and Service Enhancement Account”, that provide guidance on the implementation of the Proposition 1B Intercity Rail Improvement (IRI) Program; and
 - 1.4 WHEREAS, the guidelines state the California Department of Transportation (Department) can return to the Commission to request formal approval to modify the project list and project scope; and
 - 1.5 WHEREAS, the initial Proposition 1B IRI Program project list was approved at February 2008 Commission meeting; and
 - 1.6 WHEREAS, the amended Proposition 1B IRI Program projects list includes \$392 million in intercity rail projects and \$8 million in bond issuance costs; and
 - 1.7 WHEREAS, all projects on the attached amended Proposition 1B IRI Program project list are consistent with the guidelines.
- 2.1 NOW THEREFORE BE IT RESOLVED that the Commission does hereby provide its consent to the amended list of Proposition 1B IRI Program projects; and

BE IT FURTHER RESOLVED that the Department shall report on a quarterly basis to the Commission on the allocation status of the Proposition 1B IRI Program projects as part of the Department’s quarterly delivery report.

“Provide a safe and reliable transportation network that serves all people and respects the environment.”

MEMORANDUM

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 5-6, 2024

From: STEVEN KECK, Chief Financial Officer

Reference Number: 2.5b.(1), Action Item

Prepared By: Keith Duncan, Chief
Division of Budgets

Subject: **ALLOCATION FOR SHOPP PROJECTS
RESOLUTION FP-24-42**

ISSUE:

Should the California Transportation Commission (Commission) approve an allocation of \$294,205,000 for seven 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 \$294,205,000 for seven SHOPP projects.

BACKGROUND:

The attached vote list describes seven SHOPP projects totaling \$294,205,000. The Department is ready to proceed with these projects, and is requesting an allocation at this time.

FINANCIAL RESOLUTION:

Resolved, that \$260,488,000 be allocated from the Budget Act of 2023, Budget Act Items 2660-302-0890 and 2660-302-3290, and Non-Budget Act Item 2660-802-3290 for construction and \$33,717,000 for construction engineering for seven SHOPP projects described on the attached vote list.

Attachment

*“Provide a safe and reliable transportation network that
serves all people and respects the environment.”*

2.5 Highway Financial Matters

2.5 Highway Financial Matters				PPNO Program/Year Phase Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
Project No. Allocation Amount County Dist-Co-Rte Postmile	Location Project Description					
2.5b.(1)	SHOPP Projects					Resolution FP-24-42
1 \$4,333,000	Near Phillipsville, at 0.7 mile south of Maple Hills Road. Environmental mitigation for revegetation, monitoring, and in-stream restoration for project EA 0E790.			01-2403M SHOPP/24-25 CON ENG \$959,000	505-3290 RMRA 20.10.201.335	\$959,000
Humboldt 01-Hum-254 4.2	Preliminary <u>Engineering</u>	<u>Budget</u>	<u>Expended</u>	CONST \$3,374,000 0122000083 3,4 0E791	2017-18 802-3290 RMRA 20.20.201.335	\$3,374,000
	PA&ED	\$0	\$0			
	PS&E	\$0	\$0			
	R/W Sup	\$0	\$0			
<u>Performance Measure:</u> Planned: 0.0, Actual: 0.0 Acre(s) treated/pollutant						
CEQA - ND, 5/21/2021; Re-validation 6/27/2022 NEPA - CE, 5/21/2021; Re-validation 6/27/2022						
Future consideration of funding approved under Resolution E-21-47; June 2021.						
As part of this allocation request, the Department is requesting to extend the completion of CONST and CON ENG an additional 39 months beyond the 36 month deadline.						
2 \$82,952,000	Near Shasta, from 0.4 mile west of Whiskey Creek Road to 0.1 mile east of Lake Vista Overlook at Whiskey Creek Bridge No. 06-0096. Remove existing superstructure due to deficient welds found in the fracture critical steel girders, construct new superstructure with bike lanes and 8-foot shoulders on existing piers and abutments, and improve horizontal alignment at bridge approaches. This project will utilize the Emergency Limited Bid contract method.			02-3933 SHOPP/24-25 CON ENG \$8,708,000 CONST \$74,244,000 0225000023 3,4 2K000	505-3290 RMRA 001-0890 FTF 20.10.201.116 2023-24 302-3290 RMRA 302-0890 FTF 20.20.201.116	\$999,000 <u>\$7,709,000</u> \$8,708,000 \$8,516,000 <u>\$65,728,000</u> \$74,244,000
Shasta 02-Sha-299 13.55/14.58	Preliminary <u>Engineering</u>	<u>Budget</u>	<u>Expended</u>			
	PA&ED	\$0	\$0			
	PS&E	\$0	\$0			
	R/W Sup	\$0	\$0			
<u>Performance Measure:</u> Planned: 1.0, Actual: 1.0 Bridge(s)						
CEQA - N/A NEPA - N/A						
Concurrent Amendment under SHOPP Amendment 24H-006; December 2024.						
Performance Measure: 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	29,848.0	29,848.0	
Post Condition	Square feet	57,733.0	0.0	0.0	57,733.0	

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.(1)	SHOPP Projects	Resolution FP-24-42																						
3 \$121,676,000 Alameda 04-Ala-80 2.0/8.0	In Alameda, Contra Costa, and Solano Counties, on Routes 80, 580, and 980 at various locations; also on local streets from Route 980 to the District 4 Transportation Management Center (TMC). Install 26 miles of fiber optic cable, three Closed-Circuit Television Cameras (CCTVs), one Variable Message Sign (VMS), four Vehicle Detection Stations (VDS), and upgrade Transportation Management System (TMS) equipment. Preliminary <u>Engineering</u> PA&ED PS&E R/W Sup	04-0064A SHOPP/22-23 CON ENG \$11,009,000 CONST \$93,346,000 0414000106 3,4 15500	505-3290 RMRA 001-0890 FTF 20.10.201.315 2017-18 802-3290 RMRA 2023-24 302-0890 FTF 20.20.201.315	\$928,000 <u>\$10,081,000</u> \$11,009,000 \$9,329,000 <u>\$101,338,000</u> \$110,667,000																				
	<u>Budget</u> \$0 \$6,200,000 \$121,000	<u>Expended</u> \$0 \$5,095,514 \$64,963																						
<u>Performance Measure:</u> Planned: 8.0, Actual: 8.0 Field element(s) CEQA - CE, 11/9/2015; Re-validation 10/9/2024 NEPA - CE, 11/9/2015; Re-validation 10/9/2024 Eighteen month allocation time extension for CONST and CON ENG approved under Waiver 23-72; June 2023. SB1 Baseline Agreement approval under Resolution SHOPP-P-2021-02B; October 2020.																								
<table border="1"> <tr> <th colspan="5">Performance Measure: Transportation Management Systems (TMS)</th></tr> <tr> <th></th><th><u>Unit</u></th><th>Good (Operational)</th><th>Poor (Not Operational)</th><th><u>Quantity</u></th></tr> <tr> <td>Existing Condition</td><td>Field element(s)</td><td>0.0%</td><td>100.0%</td><td>1.0</td></tr> <tr> <td>Post Condition</td><td>Field element(s)</td><td>100.0%</td><td>0.0%</td><td>8.0</td></tr> </table>					Performance Measure: Transportation Management Systems (TMS)						<u>Unit</u>	Good (Operational)	Poor (Not Operational)	<u>Quantity</u>	Existing Condition	Field element(s)	0.0%	100.0%	1.0	Post Condition	Field element(s)	100.0%	0.0%	8.0
Performance Measure: Transportation Management Systems (TMS)																								
	<u>Unit</u>	Good (Operational)	Poor (Not Operational)	<u>Quantity</u>																				
Existing Condition	Field element(s)	0.0%	100.0%	1.0																				
Post Condition	Field element(s)	100.0%	0.0%	8.0																				
4 \$81,171,000 Alameda 04-Ala-880 Var	In Alameda, San Francisco, and San Mateo Counties, on Routes 80, 101, 880, and 980 at various locations. Install and upgrade Transportation Management System (TMS) elements including Closed Circuit Television (CCTV) cameras, Vehicle Detection Systems (VDS), Changeable Message Signs (CMS), ramp meters, and fiber optic cable. Preliminary <u>Engineering</u> PA&ED PS&E R/W Sup	04-2027J SHOPP/22-23 CON ENG \$11,071,000 CONST \$78,761,000 0419000044 3,4 2Q740	505-3290 RMRA 001-0890 FTF 20.10.201.315 2017-18 802-3290 RMRA 2023-24 302-0890 FTF 20.20.201.315	\$1,270,000 <u>\$9,801,000</u> \$11,071,000 \$10,305,000 <u>\$59,795,000</u> \$70,100,000																				
	<u>Budget</u> \$2,155,000 \$12,698,000 \$141,000	<u>Expended</u> \$2,155,000 \$5,694,274 \$54,305																						
<u>Performance Measure:</u> Planned: 84.0, Actual: 84.0 Field element(s) CEQA - CE, 7/15/2022; Re-validation 10/10/2024 NEPA - CE, 7/15/2022; Re-validation 10/10/2024 Eighteen month allocation time extension for CONST and CON ENG approved under Waiver 23-72; June 2023. SB1 Baseline Agreement approval under Resolution SHOPP-P-2324-02B; October 2023.																								
<table border="1"> <tr> <th colspan="5">Performance Measure: Transportation Management Systems (TMS)</th></tr> <tr> <th></th><th><u>Unit</u></th><th>Good (Operational)</th><th>Poor (Not Operational)</th><th><u>Quantity</u></th></tr> <tr> <td>Existing Condition</td><td>Field element(s)</td><td>8.0%</td><td>92.0%</td><td>24.0</td></tr> <tr> <td>Post Condition</td><td>Field element(s)</td><td>100.0%</td><td>0.0%</td><td>84.0</td></tr> </table>					Performance Measure: Transportation Management Systems (TMS)						<u>Unit</u>	Good (Operational)	Poor (Not Operational)	<u>Quantity</u>	Existing Condition	Field element(s)	8.0%	92.0%	24.0	Post Condition	Field element(s)	100.0%	0.0%	84.0
Performance Measure: Transportation Management Systems (TMS)																								
	<u>Unit</u>	Good (Operational)	Poor (Not Operational)	<u>Quantity</u>																				
Existing Condition	Field element(s)	8.0%	92.0%	24.0																				
Post Condition	Field element(s)	100.0%	0.0%	84.0																				

PPNO	Program/Year	Phase	Prgm'd Amount	Project ID	Adv Phase	EA
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Budget Year	Item #	Fund Type	Program Code
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Amount by Fund Type

Resolution FP-24-42

04-1462N
SHOPP/23-24
CON ENG
\$370,000
CONST
\$1,192,000
0416000310
3,4
1K760

\$435,000

\$1,287,000

Quantity
78.8
78.8

04-2911N
SHOPP/24-25
CON ENG
\$1,500,000
CONST
\$1,718,000
0422000218
3,4
4H051

\$1,500,000

\$816,000

As part of this allocation request, the Department is requesting to extend the completion of CONST and CON ENG an additional 72 months beyond the 36 month deadline.

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.(1)	SHOPP Projects	Resolution FP-24-42		
7 \$35,000	Near Summerland, from 0.9 mile south of South Padaro Lane Undercrossing to 0.6 mile north of Padaro Lane Overcrossing. Environmental mitigation (biological monitoring) for EA 1C822.	05-2427X SHOPP/23-24 CON ENG \$35,000 0520000064	505-3290 RMRA 20.10.201.120	\$35,000
Santa Barbara 05-SB-101 4.4/R7.7	Preliminary <u>Engineering</u> PA&ED PS&E R/W Sup	<u>Budget</u> \$0 \$0 \$0	<u>Expended</u> \$0 \$0 \$0	
<u>Performance Measure:</u> Planned: 0.0, Actual: 0.0 Lane mile(s)				
CEQA - EIR, 8/26/2014; Re-validation 5/23/2024 NEPA - FONSI, 8/26/2014; Re-validation 5/23/2024				
Future consideration of funding approved under Resolution E-20-101; October 2020.				
Six month allocation time extension for CON ENG approved under Waiver 24-125; August 2024.				
As part of this allocation request, the Department is requesting to extend the completion of CON ENG an additional 36 months beyond the 36 month deadline.				

MEMORANDUM

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 5-6, 2024

From: STEVEN KECK, Chief Financial Officer

Reference Number: 2.5b.(2), Action Item

Prepared By: Keith Duncan, Chief
Division of Budgets

Subject: **ALLOCATION FOR SHOPP PROJECTS**
PA&ED, PS&E AND R/W SUPPORT
RESOLUTION FP-24-43

ISSUE:

Should the California Transportation Commission (Commission) approve an allocation of \$35,600,000 for Project Approval and Environmental Document (PA&ED), Plans, Specifications, and Estimate (PS&E) and Right of Way (R/W) support for 35 phases programmed in the 2024 State Highway Operation and Protection Program (SHOPP)?

RECOMMENDATION:

The California Department of Transportation (Department) recommends that the Commission approve an allocation of \$35,600,000 for 35 support phases in the SHOPP, as follows:

- \$13,900,000 for 16 SHOPP support phases and
- \$21,700,000 for 19 SHOPP Senate Bill 1 (SB 1) support phases.

The attached lists describe 35 SHOPP phases totaling \$35,600,000 for PA&ED, PS&E and R/W support costs that are ready for allocation.

BACKGROUND:

The 2024 SHOPP details both support and construction capital for rehabilitation projects on the State Highway System. The passage of SB1 necessitates that the Department and the Commission establish baseline budgets for each phase of each project in the 2024 SHOPP and requires an allocation of each support phase on or after July 1, 2017.

“Provide a safe and reliable transportation network that serves all people and respects the environment.”

FINANCIAL RESOLUTION:

Resolved, that \$35,600,000 be allocated for PA&ED, PS&E and R/W support for SHOPP projects described on the attached vote lists.

Attachments

*“Provide a safe and reliable transportation network that
serves all people and respects the environment.”*

2.5 Highway Financial Matters

Project No. Dist-Co-Rte Postmile	PPNO Project ID	Location/Description	EA	Program Year	Phase	Programmed Amount	Allocation Amount
2.5b.(2a)		Support Allocations for SHOPP Projects				Resolution FP-24-43	
1 02-Sha-299 57.5/59.0	3763 0219000152	Near Montgomery Creek, from 0.1 mile west of Woodhill Drive to 1.0 mile west of Big Bend Road. Improve curves, widen shoulders, correct cross slope, and install guardrail.	0J710	25-26	PS&E RW Sup	\$1,170,000 \$460,000	\$1,170,000 \$460,000
<u>Program Code</u> 201.010 - Safety Improvements <u>Performance Measure:</u> 0.40 Annual fatal and serious injury collision(s) Categorically Exempt Six month allocation time extension for PS&E and R/W Sup approved under Waiver 24-125; August 2024.							
2 03-Col-5 R6.67/R7.94	3168 0324000166	In Colusa, El Dorado, Sutter, and Sacramento Counties, on Routes 5, 49, 99, and 104 at various locations. Install curve warning signs, flashing beacons, rumble strips, radar speed feedback signs, and intersection warning systems, and upgrade roadside signs.	0N640	26-27	PA&ED	\$510,000	\$510,000
<u>Program Code</u> 201.010 - Safety Improvements <u>Performance Measure:</u> 1.17 Annual fatal and serious injury collision(s) Concurrent Amendment under SHOPP Amendment 24H-006; December 2024.							
3 05-Mon-68 0.2/15.7	2787Y 0522000067	In and near the city of Monterey, from west of Sunset Drive to west of Toro Park Undercrossing. Landscape mitigation for culvert rehabilitation project EA 1J880.	1J881	25-26	PS&E RW Sup	\$592,000 \$437,000	\$592,000 \$437,000
<u>Program Code</u> 201.151 - Drainage System Restoration <u>Performance Measure:</u> 0.0 Culvert(s) (ea) Future consideration of funding approved under Resolution E-22-59; August 2022.							

2.5 Highway Financial Matters

Project No. Dist-Co-Rte Postmile	PPNO Project ID	Location/Description	EA	Program Year	Phase	Programmed Amount	Allocation Amount
2.5b.(2a)	Support Allocations for SHOPP Projects					Resolution FP-24-43	
4 06-Tul-190 13.1/16.6	8106 0619000026	In and near Porterville, from 0.4 mile west of South Westwood Drive to 0.1 mile east of South Main Street. Construct roundabouts, turn lanes, channelization, and signalized intersections. (Additional contribution: \$5,070,000 RW Cap and \$10,100,000 CONST from Tulare County Association of Governments)	0Q432	24-25	PS&E RW Sup	\$70,000 \$230,000	\$70,000 \$230,000
<u>Program Code</u> 201.310 - Operational Improvements <u>Performance Measure:</u> 441.0 Daily vehicle hour(s) of delay (DVHD) Future consideration of funding approved under Resolution E-24-17; March 2024. Concurrent Amendment under SHOPP Amendment 24H-006; December 2024.							
5 07-LA-57 R0.6/R11.4	6027 0721000247	In and near Diamond Bar, Pomona, and San Dimas, from 0.3 mile south of Brea Canyon Road to Golden Springs Drive; also on Route 10 in Baldwin Park and West Covina from 0.2 mile west of Francisquito Avenue to 0.1 mile east of Fairplex Drive (PM 32.5/43.8). Construct stormwater Best Management Practices (BMPs) to meet requirements of National Pollutant Discharge Elimination System (NPDES) permit.	37990	25-26	PS&E RW Sup	\$3,096,000 \$29,000	\$3,096,000 \$29,000
<u>Program Code</u> 201.335 - Storm Water Mitigation <u>Performance Measure:</u> 76.3 Acre(s) treated/pollutant Categorically Exempt							
6 07-LA-110 9.6/17.8	6018 0721000250	In the city of Los Angeles, from 182nd Street to south of Slauson Avenue. Install stormwater treatment Best Management Practices (BMPs) to meet Total Maximum Daily Load (TMDL) requirements.	38040	25-26	PS&E RW Sup	\$2,089,000 \$18,000	\$2,469,000 \$18,000
<u>Program Code</u> 201.335 - Storm Water Mitigation <u>Performance Measure:</u> 29.6 Acre(s) treated/pollutant Categorically Exempt							

2.5 Highway Financial Matters

Project No. Dist-Co-Rte Postmile	PPNO Project ID	Location/Description	EA	Program Year	Phase	Programmed Amount	Allocation Amount
2.5b.(2a)	Support Allocations for SHOPP Projects					Resolution FP-24-43	
7 08-Riv-86 R2.5/R4.5	3018F 0824000174	Near Oasis, from 1.0 mile south to 1.0 mile north of 81st Avenue. Install signals and modify existing left-turn lanes at intersection. <u>Program Code</u> 201.010 - Safety Improvements <u>Performance Measure:</u> 0.36 Annual fatal and serious injury collision(s) Concurrent Amendment under SHOPP Amendment 24H-006; December 2024.	1M290	26-27	PA&ED	\$1,573,000	\$1,573,000
8 08-SBd-83 R0.159/6.41	3015C 0819000156	In Chino, from 0.1 mile east of Route 71 to Riverside Drive. Financial Contribution Only (FCO) to City of Chino to relinquish roadway. <u>Program Code</u> 201.160 - Relinquishments <u>Performance Measure:</u> 6.3 Centerline mile(s) Categorically Exempt Amendment to time extension for an additional four months, for a total of six months, for PS&E and R/W Sup approved under Waiver 24-140; August 2024.	1L100	25-26	PS&E RW Sup	\$1,792,000 \$489,000	\$1,150,000 \$50,000
9 08-SBd-Var Var	3024R 0824000192	In San Bernardino County, on Routes 2, 18, 38, and 330 at various locations. Construct warning signs, radar speed feedback signs, and speed reduction markings. <u>Program Code</u> 201.010 - Safety Improvements <u>Performance Measure:</u> 2.75 Annual fatal and serious injury collision(s) Concurrent Amendment under SHOPP Amendment 24H-006; December 2024.	0P040	26-27	PA&ED	\$1,118,000	\$1,118,000

2.5 Highway Financial Matters

Project No. Dist-Co-Rte Postmile	PPNO Project ID	Location/Description	EA	Program Year	Phase	Programmed Amount	Allocation Amount
2.5b.(2a)	Support Allocations for SHOPP Projects					Resolution FP-24-43	
10 12-Ora-5 21.1/R29.1	2750 1223000008	In and near Irvine and Tustin, from 0.3 mile north of Bake Parkway to Red Hill Avenue. Modify High-Occupancy Vehicle (HOV) lane to address service degradation.	0T950	27-28	PA&ED	\$778,000	\$928,000
<u>Program Code</u> 201.310 - Operational Improvements <u>Performance Measure:</u> 400.0 Daily vehicle hour(s) of delay (DVHD)							

Component	No. of Phases	Total Amount
PA&ED	4	\$4,129,000
PS&E	6	\$8,547,000
R/W Sup	6	\$1,224,000
Total	16	\$13,900,000

2.5 Highway Financial Matters

Project No. Dist-Co-Rte Postmile	PPNO Project ID	Location/Description	EA	Program Year	Phase	Programmed Amount	Allocation Amount
2.5b.(2b)		Support Allocations for SHOPP SB 1 Projects of Primary Asset Classes				Resolution FP-24-43	
1 01-Hum-101 0.9	2597 0123000062	Near Cooks Valley, at 0.9 mile north of Mendocino County line. Restore culvert and improve fish passage.	0H641	25-26	PS&E RW Sup	\$1,561,000 \$173,000	\$1,801,000 \$116,000
<u>Program Code</u> 201.151 - Drainage System Restoration							
<u>Performance Measure:</u> 1.0 Culvert(s) (ea)							
Categorically Exempt							
Six month allocation time extension for PS&E and R/W Sup approved under Waiver 24-125; August 2024.							
2 01-Men-1 14.7/33.9	4738 0119000124	In and near Point Arena, from 0.2 mile south of Iverson Avenue to Philo Greenwood Road. Rehabilitate pavement by grinding and placing asphalt, upgrade guardrails, repair Transportation Management System (TMS) elements, and upgrade curb ramps to Americans with Disabilities Act (ADA) standards.	0J940	25-26	PS&E	\$1,163,000	\$1,302,000
<u>Program Code</u> 201.121 - Pavement Preservation (CAPM)							
<u>Performance Measure:</u> 36.0 Lane mile(s)							
Categorically Exempt							
Concurrent Greater than 20 percent R/W Sup allocation under Resolution FP-24-36; December 2024.							
Six month allocation time extension for PS&E approved under Waiver 24-125; August 2024.							

2.5 Highway Financial Matters

Project No. Dist-Co-Rte Postmile	PPNO Project ID	Location/Description	EA	Program Year	Phase	Programmed Amount	Allocation Amount
2.5b.(2b)		Support Allocations for SHOPP SB 1 Projects of Primary Asset Classes				Resolution FP-24-43	
3 01-Men-128 17.9/30.7	4744 0119000130	Near Boonville, from Mill Creek Bridge to Robinson Creek Bridge. Rehabilitate pavement, upgrade Transportation Management System (TMS) elements, guardrails, and sign panels, upgrade facilities to Americans with Disabilities Act (ADA) standards, and construct complete streets elements.	0K000	25-26	PS&E	\$1,778,000	\$1,867,000
		RW Sup			\$460,000	\$460,000	
		<u>Program Code</u> 201.121 - Pavement Preservation (CAPM)					
		<u>Performance Measure:</u> 25.3 Lane mile(s)					
		Categorically Exempt					
		Six month allocation time extension for PS&E and R/W Sup approved under Waiver 24-125; August 2024.					
4 02-Sha-299 41.1/55.3	3789 0220000061	Near Redding, from west of Seaman Gulch Road to west of Fenders Ferry Road at various locations. Rehabilitate drainage systems.	1J350	25-26	PS&E	\$910,000	\$960,000
		RW Sup			\$180,000	\$212,000	
		<u>Program Code</u> 201.151 - Drainage System Restoration					
		<u>Performance Measure:</u> 26.0 Culvert(s) (ea)					
		Categorically Exempt					

2.5 Highway Financial Matters

Project No. Dist-Co-Rte Postmile	PPNO Project ID	Location/Description	EA	Program Year	Phase	Programmed Amount	Allocation Amount
2.5b.(2b)		Support Allocations for SHOPP SB 1 Projects of Primary Asset Classes				Resolution FP-24-43	
5 03-But-70 34.1/46.0	2300 0319000284	Near Pulga, from 0.1 mile east of Big Bend Road to 0.8 mile west of Shady Rest Area; also from 0.2 mile east of Shady Rest Area to Plumas County line (PM 47.0/48.076). Rehabilitate pavement, drainage systems, lighting, sign panels, and Transportation Management System (TMS) elements.	0J430	25-26	PS&E RW Sup	\$1,490,000 \$300,000	\$1,490,000 \$300,000
		<u>Program Code</u> 201.121 - Pavement Preservation (CAPM)					
		<u>Performance Measure:</u> 25.7 Lane mile(s)					
		Concurrent consideration of funding under Resolution E-24-112; December 2024.					
		Six month allocation time extension for PS&E and R/W Sup approved under Waiver 24-125; August 2024.					
6 04-CC-123 0.0/2.198	2031N 0419000452	In El Cerrito and Richmond, from Alameda County line to Route 80. Rehabilitate pavement and upgrade facilities to Americans with Disabilities Act (ADA) standards.	0AA21	25-26	PS&E RW Sup	\$1,532,000 \$179,000	\$1,823,000 \$179,000
		<u>Program Code</u> 201.121 - Pavement Preservation (CAPM)					
		<u>Performance Measure:</u> 11.2 Lane mile(s)					
		Categorically Exempt					
		Six month allocation time extension for PS&E and R/W Sup approved under Waiver 24-125; August 2024.					

2.5 Highway Financial Matters

Project No. Dist-Co-Rte Postmile	PPNO Project ID	Location/Description	EA	Program Year	Phase	Programmed Amount	Allocation Amount
2.5b.(2b)		Support Allocations for SHOPP SB 1 Projects of Primary Asset Classes				Resolution FP-24-43	
7 04-CC-680 R18.7/24.9	2804D 0420000171	In and near Concord and Pleasant Hill, from Route 242 to Solano County line. Rehabilitate pavement, upgrade drainage systems, install lighting, construct concrete barrier, and upgrade facilities to Americans with Disabilities Act (ADA) standards.	0W090	25-26	PS&E RW Sup	\$3,530,000 \$325,000	\$4,060,000 \$325,000
<u>Program Code</u> 201.121 - Pavement Preservation (CAPM)							
<u>Performance Measure:</u> 43.5 Lane mile(s)							
Categorically Exempt							
8 04-Son-12 R17.3/17.7	2905A 0420000143	In Santa Rosa, from east of Brigham Avenue Undercrossing to Fourth Street. Rehabilitate pavement and drainage systems, upgrade guardrail, and upgrade facilities to Americans with Disabilities Act (ADA) standards.	4AC50	25-26	PS&E RW Sup	\$1,625,000 \$184,000	\$1,925,000 \$217,000
<u>Program Code</u> 201.121 - Pavement Preservation (CAPM)							
<u>Performance Measure:</u> 4.9 Lane mile(s)							
Categorically Exempt							
9 05-Mon-1 60.0	3164 0522000177	Near Notleys Landing, at Rocky Creek Bridge No. 44-0036. Preserve bridge by conducting Electrochemical Chloride Extraction (ECE), clean and paint structural steel, and repair spalls on substructure.	1Q160	24-25	PS&E RW Sup	\$500,000 \$50,000	\$500,000 \$50,000
<u>Program Code</u> 201.116 - Bridge Formula Program							
<u>Performance Measure:</u> 1.0 Bridge(s)							
Categorically Exempt							

2.5 Highway Financial Matters

Project No. Dist-Co-Rte Postmile	PPNO Project ID	Location/Description	EA	Program Year	Phase	Programmed Amount	Allocation Amount
2.5b.(2b)	Support Allocations for SHOPP SB 1 Projects of Primary Asset Classes					Resolution FP-24-43	
10	3496	In the city of Merced, from West Child Avenue to	1M480	25-26	PS&E	\$2,621,000	\$2,621,000
10-Mer-59	1020000177	Route 99, also on Route 59 from Route 99 to					
14.1/14.763		north of Santa Fe Drive (PM 14.78/16.3). Rehabilitate pavement and drainage systems, install Transportation Management System (TMS) elements, upgrade facilities to Americans with Disabilities Act (ADA) standards, and construct sidewalks and Class 2 bike lanes.			RW Sup	\$1,288,000	\$1,492,000
<u>Program Code</u>							
201.121 - Pavement Preservation (CAPM)							
<u>Performance Measure:</u>							
6.6 Lane mile(s)							
Categorically Exempt							
Six month allocation time extension for PS&E and R/W Sup approved under Waiver 24-125; August 2024.							

Component	No. of Phases	Total Amount
PA&ED	0	\$0
PS&E	10	\$18,349,000
R/W Sup	9	\$3,351,000
Total	19	\$21,700,000

MEMORANDUM

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 5-6, 2024

From: STEVEN KECK, Chief Financial Officer

Reference Number: 2.5g.(4), Action Item

Prepared By: Dee Lam, Chief
Division of Local Assistance

Subject: **ANNUAL ALLOCATION FOR THE PROPOSITION 1B LOCAL BRIDGE SEISMIC
RETROFIT PROGRAM FOR FISCAL YEAR 2024-25
RESOLUTION LSB1B-A-2425-01**

ISSUE:

Should the California Transportation Commission (Commission) allocate \$7,934,000 in Proposition 1B Local Bridge Seismic Retrofit Account (LBSRA) funds for its Fiscal Year 2024-25 annual allocation?

RECOMMENDATION:

The California Department of Transportation (Department) recommends the Commission approve Resolution LSB1B-A-2425-01, allocating \$7,934,000 for the 2024-25 Proposition 1B LBSRA annual allocation and is also requesting authority to sub-allocate the \$7,934,000 of Proposition 1B LBSRA funds as a match for the projects identified on the attached list. The Department is requesting an annual allocation of \$7,934,000 for 2024-25 to administer the LBSRA under the authority of the Commission.

BACKGROUND:

On November 7, 2006, the voters of the State of California passed Proposition 1B, which created the LBSRA. Upon appropriation by the Legislature, Proposition 1B LBSRA funds are available to provide the 11.47 percent match for federal seismic funds. The Department requested an allocation of \$13.5 million for 2007-08, \$21.0 million for 2008-09, \$12.2 million for 2009-10, \$5.2 million for 2011-12, \$4.0 million for 2012-13, \$11.2 million for 2013-14, \$7.1 million for 2014-15, \$10.2 million for 2015-16, \$9.8 million for 2016-17, \$2.2 million for 2017-18, \$5.4 million for 2019-20, \$5.3 million for 2020-21, \$10.7 million for 2021-22, \$13.9 million for 2022-23 and \$6.6 million for 2023-24. An LBSRA annual allocation was not requested for 2010-11 and 2018-19.

*"Provide a safe and reliable transportation network that
serves all people and respects the environment."*

Attached is a list of projects programmed in Federal Fiscal Year (FFY) 2024-25 totaling \$7,934,000 of bond match needs. The Department intends to sub-allocate funds to deliver projects on a first-come, first-serve basis, including projects outside FFY 2024-25.

FINANCIAL RESOLUTION:

Resolved that \$7,934,000 be allocated from the Budget Act of 2024, Budget Act Item 2660-104-6062, as a lump sum amount for the 2024-25 Proposition 1B LBSRA funds for its annual allocation.

ALLOCATION OF FUNDS FOR LOCAL ASSISTANCE 2024-25

(Dollars in Thousands)

<u>2660-104-6062</u>	<i>State</i>	Federal	<i>Total</i>
Bond Fund - Local Bridge Seismic Retrofit Account	\$7,934	\$0	\$7,934
Total Local Programs	\$7,934	\$0	\$7,934

Attachment

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**Local Bridge Seismic Retrofit Program
 Projects Programmed for Proposition 1B Local Bridge Seismic Retrofit Bond Match
 Fiscal Year 2024-25**

District	Agency	Bridge Number	Description	Phase	Prop 1B Bond 24/25	* State R/W 24/25
04	San Francisco County Transportation Authority	01CA0002	YBI Westside	Construction (AC Conversion)	\$1,922,127	
04	Sonoma County	20C0017	Watmaugh Road	Construction	\$50,529	
05	Sonoma County	20C0155	Wholer Road	Construction (AC Conversion)	\$489,512	
05	Santa Cruz	36C0108	Murray Avenue	Construction (AC Conversion)	\$2,591,212	
07	Los Angeles	53C1403	Old Road	Construction	\$289,044	
07	Los Angeles	53C1881 53C1882	Glendale Hyperion project	Construction (AC Conversion)	\$2,591,212	
				TOTAL	\$7,933,636	\$0

*For information only

MEMORANDUM

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 5-6, 2024

From: STEVEN KECK, Chief Financial Officer

Reference Number: 2.5c.(1), Action Item

Prepared By: Keith Duncan, Chief
Division of Budgets

Subject: **ALLOCATION FOR STATE-ADMINISTERED STIP PROJECTS
ON THE STATE HIGHWAY SYSTEM
RESOLUTION FP-24-44**

ISSUE:

Should the California Transportation Commission (Commission) approve an allocation of \$4,535,000 for two State-Administered State Transportation Improvement Program (STIP) projects, on the State Highway System?

RECOMMENDATION:

The California Department of Transportation (Department) recommends that the Commission approve an allocation of \$4,535,000 for two State-Administered STIP projects, on the State Highway System.

BACKGROUND:

The attached vote list describes two State-Administered STIP projects totaling \$4,535,000. The Department is ready to proceed with these projects, and is requesting an allocation at this time.

FINANCIAL RESOLUTION:

Resolved, that \$4,535,000 be allocated for construction engineering for two State-Administered STIP projects described on the attached vote list.

Attachment

*“Provide a safe and reliable transportation network that
serves all people and respects the environment.”*

2.5 Highway Financial Matters

Project No. 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-24-44							
1 \$35,000 Department of Transportation SBCAG Santa Barbara 05-SB-101 4.4/R7.4 R7.7	South Coast 101 HOV-Padaro (Segment 4B) Mitigation Monitoring. In Santa Barbara County, near Carpinteria and Summerland from 0.9 miles south of S. Padaro Lane Undercrossing to 0.6 miles north of Padaro Lane Overcrossing. Mitigation monitoring for 05-0N702. Final Right of Way (RIP) Right of Way Estimate: \$5,000 Right of Way Programmed: \$5,000 Adjustment: (<20%) \$0 CEQA - EIR, 08/26/2014; Re-validation 05/23/2024 NEPA - FONSI, 08/26/2014; Re-validation 05/23/2024 Future consideration of funding approved under Resolution E-20-101; October 2020. Right of Way Certification: 04/22/2024 Time Extension for FY 23-24 CON ENG expires December 31, 2024. As part of this allocation request, the Department is requesting to extend the completion of CON ENG an additional 36 months beyond the 36 month deadline.	05-7102X RIP/23-24 CON ENG \$35,000 0520000067 3 0N7B2	001-0042 SHA 20.10.075.600	\$35,000					
2 \$4,500,000 Department of Transportation Kings County Association of Governments KCAG Kings 06-Kin-198 R19.1/R20.5	SR 198 and 9th Avenue Interchange. On State Route 198 in Kings County, between 0.1-mile East of 10th Ave. Overcrossing and 0.6-mile West of State Route 43/198 Separation. Upgrade a 1.4-mile section of expressway to freeway by replacing the at-grade intersection at 9th Ave. and SR 198 in Kings County in the City of Hanford with an interchange. <table><tr><td>Outputs</td><td>Unit</td><td>Total</td></tr><tr><td>Bridge/Tunnel</td><td>SQFT</td><td>31658</td></tr></table>	Outputs	Unit	Total	Bridge/Tunnel	SQFT	31658	06-7054 RIP/24-25 PA&ED \$4,500,000 0619000203 3 1A200	001-0042 SHA 001-0890 FTF 20.10.075.600 \$517,000 <u>\$3,983,000</u> \$4,500,000
Outputs	Unit	Total							
Bridge/Tunnel	SQFT	31658							

MEMORANDUM

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 5-6, 2024

From: STEVEN KECK, Chief Financial Officer

Reference Number: 2.5c.(3), Action Item

Prepared By: Keith Duncan, Chief
Division of Budgets

Subject: **ALLOCATION FOR LOCALLY-ADMINISTERED STIP PROJECTS
OFF THE STATE HIGHWAY SYSTEM
RESOLUTION FP-24-45**

ISSUE:

Should the California Transportation Commission (Commission) approve an allocation of \$5,525,000 for eight 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 \$5,525,000 for eight locally-administered STIP projects as follows:

2.5c.(3a) - \$5,331,000 for seven STIP projects.

2.5c.(3b) - \$194,000 for one STIP Planning, Programming, and Monitoring project.

BACKGROUND:

The attached vote list describes eight locally-administered STIP projects totaling \$5,525,000. The local agencies are ready to proceed with these projects, and are requesting an allocation at this time.

FINANCIAL RESOLUTION:

Resolved, that \$5,525,000 be allocated from the Budget Act of 2024, Budget Act Item 2660-101-0042 for eight locally-administered STIP projects described on the attached vote list.

Attachments

*"Provide a safe and reliable transportation network that
serves all people and respects the environment."*

2.5 Highway Financial Matters

Project #	PPNO	Budget Year		
Allocation Amount	Program/Year	Item #		
Recipient	Phase	Fund Type	Amount by	
<u>RTPA/CTC</u>	Prgm'd Amount	Program Code	Fund Type	
District-County	Project ID		Amount by	
			Fund Type	

2.5c.(3a)

Locally-Administered STIP Projects Off the State Highway System

Resolution FP-24-45

1	County Rehab. D Standish Buntingville Road, County road 301 (A-3). Near the community of Janesville, rehabilitation of existing asphalt concrete pavement consisting of pulverization of A/C, re shaping and compacting base and completing a 3 inches A/C overlay complete with aggregate base shoulders. Standish-Buntingville Road, CR 301, 3.1 mile section from U.S. 395 east to Honey Girl Lane.	02-2600 RIP/23-24 CONST \$2,015,000 0224000040	2024-25 101-0042 SHA 20.30.600.620	\$2,015,000
\$2,015,000				
Lassen County				
<u>LCTC</u>				
02-Lassen				
	<u>Outputs</u>	<u>Unit</u>	<u>Total</u>	
	Local Road - Rehabilitated	Miles	6.4	
	CEQA - CE, 4/03/2024			
	Right of Way Certification: 5/13/2024			
	Time extension for FY 23-24 CONST expires on 12/31/2024			
2	County Rehab. E Standish Buntingville Road, County Road 301 (A-3). Near the community of Standish, rehabilitation of existing asphalt concrete pavement consisting of pulverization of A/C, re-shaping and compacting base and completing a 3 inches A/C overlay complete with aggregate base shoulders. Standish-Buntingville Road, CR 301, 3.2 mile section from McBarron Lane to U.S. 395.	02-2601 RIP/24-25 CONST \$2,015,000 0225000027	2024-25 101-0042 SHA 20.30.600.621	\$2,015,000
\$2,015,000				
Lassen County				
<u>LCTC</u>				
02-Lassen				
	<u>Outputs</u>	<u>Unit</u>	<u>Total</u>	
	Local road - rehabilitated	Miles	1.0	
	CEQA - CE, 4/03/2024			
	Right of Way Certification: 5/13/2024			
3	Main Street Reconstruction. Main Street (Railroad to E Street) in City of Tulalake. 2 inch asphalt grind and inlay of travel lanes.	02-2622 RIP/24-25 PS&E \$12,000 0223000054	2024-25 101-0042 SHA 20.30.600.620	\$12,000
\$12,000				
City of Tulalake				
<u>SCLTC</u>				
02-Siskiyou				
	<u>Outputs</u>	<u>Unit</u>	<u>Total</u>	
	Local road - reconstructed	Miles	0.7	
	CEQA - CE, 10/03/2024			

2.5 Highway Financial Matters

Project # Allocation Amount Recipient <u>RTPA/CTC</u> District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID	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-24-45		
4 \$34,000 City of Tulelake <u>SCLTC</u> 02-Siskiyou	C Street and Ray Oehlerich Reconstruction. C Street (Modoc Avenue to Second Street) in the city of Tulelake. Reconstruct portion of travel lanes and park strip with 10 inch aggregate base and 3 inch asphalt, reconstruct curb/gutter/sidewalk. <u>Outputs</u> Local road - reconstructed CEQA - CE, 10/03/2024	02-2623 RIP/24-25 PS&E \$34,000 0223000055	2024-25 101-0042 SHA 20.30.600.620	\$34,000
	<u>Unit</u> Miles	<u>Total</u> 0.6		
5 \$1,000,000 City of Tehama <u>TehamaCTC</u> 02-Tehama	B Street Roadway Construction. In the City of Tehama. B Street construction and reconstruction. <u>Outputs</u> Local road - reconstructed Roadway lane mile(s) - new CEQA - CE, 11/15/2023 Right of Way Certification: 09/30/2024	02-2599 RIP/24-25 CONST \$1,000,000 0223000132	2024-25 101-0042 SHA 20.30.600.620	\$1,000,000
	<u>Unit</u> Miles	<u>Total</u> 0.25		
6 \$75,000 Glenn County <u>GCTC</u> 03-Glenn	County Road 200 Reconstruct. In Glenn County on County Road 200 from County Road 306 intersection to Sleepy Camp. Reconstruct roadway, including realign, widen and pave road. <u>Outputs</u> Local road - reconstructed CEQA - CE, 08/20/2024 Time extension for FY 23-24 PS&E expires on 12/31/2024.	03-1806 RIP/23-24 PS&E \$70,000 \$75,000 R/W \$5,000 \$0 0324000190	2024-25 101-0042 SHA 20.30.600.620 101-0042 SHA 20.30.600.620	\$75,000 \$0
	<u>Unit</u> Miles	<u>Total</u> 4		

2.5 Highway Financial Matters

Project #		PPNO	Budget Year	
Allocation Amount		Program/Year	Item #	
Recipient	Project Title	Phase	Fund Type	Amount by
<u>RTPA/CTC</u>	Location	Prgm'd Amount	Program Code	Fund Type
District-County	Project Description	Project ID		

2.5c.(3a)

Locally-Administered STIP Projects Off the State Highway System

Resolution FP-24-45

7	Meridian and Minaret Roundabout. The proposed Meridian and Minaret Roundabout will be located at the intersection of Meridian Boulevard and Minaret Road in Mammoth Lakes, California. The project would replace the existing signalized intersection with a roundabout, and would incorporate modifications to the Minaret Road multi-use path (MUP) project, which includes a separated Class 1 MUP, curbs, bike and pedestrian ramps along Minaret Road. The roundabout would be approximately 120 feet in diameter with a 10 feet truck apron. The project will include signage and wayfinding, drainage improvements, and intersection lighting as needed.	09-6490	2024-25	
\$180,000		RIP/24-25	101-0042 SHA	\$180,000
Town of Mammoth Lakes		PS&E	20.30.600.620	
<u>MCLTC</u>		\$180,000		
09-Mono		0925000027		
<u>Outcome/Outputs:</u> Replaces the existing signalized intersection with a roundabout. Reduces pedestrian/vehicle conflict points.				
CEQA - CE, 10/07/2024				

2.5 Highway Financial Matters

Project #		PPNO	Budget Year	
Allocation Amount	Project Title	Program/Year	Item #	
Recipient	Location	Phase	Fund Type	Amount by
<u>RTPA/CTC</u>		Prgm'd Amount	Program Code	Fund Type
District-County	Project Description	Project ID		
2.5c.(3b)	Local STIP Planning, Programming and Monitoring Project		Resolution FP-24-45	
1	Planning, Programming and Monitoring.	10-5960	2024-25	
\$194,000		RIP/24-25	101-0042 SHA	\$194,000
		CONST	20.30.600.670	
Merced County		\$194,000		
Association of		1025000029		
Governments				
<u>MCAG</u>				
10-Merced				

MEMORANDUM

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 5-6, 2024

From: STEVEN KECK, Chief Financial Officer

Reference Number: 2.5g.(8b), Action Item

Prepared By: Keith Duncan, Chief
Division of Budgets

Subject: **ALLOCATION FOR A LOCALLY-ADMINISTERED PROPOSITION 1B
INTERCITY RAIL IMPROVEMENT PROGRAM PROJECT
RESOLUTION ICR1B-A-2425-01**

ISSUE:

Should the California Transportation Commission (Commission) approve an allocation of \$1,622,000 for the locally-administered Proposition 1B (Prop 1B) Intercity Rail Improvement (IRI) Program Camarillo Station Improvements project (PPNO CP042A), in Ventura County?

RECOMMENDATION:

The California Department of Transportation recommends that the Commission approve an allocation of \$1,622,000 for the locally-administered Prop 1B IRI Program Camarillo Station Improvements project (PPNO CP042A), in Ventura County.

BACKGROUND:

The attached vote list describes the locally-administered Prop 1B IRI Program project totaling \$1,622,000. The local agency is ready to proceed with this project, and is requesting an allocation at this time.

FINANCIAL RESOLUTION:

Resolved that \$1,622,000 be allocated from the Budget Act of 2023, Budget Act Item 2660-304-6059 for the locally administered Prop 1B IRI Program project described on the attached vote list.

Attachment

*"Provide a safe and reliable transportation network that
serves all people and respects the environment."*

2.5 Highway Financial Matters

Project # Allocation Amount Recipient <u>RTPA/CTC</u> District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5g.(8b)	Proposition 1B Intercity Rail Improvement Program Project		Resolution ICR1B-A-2425-01	
1 \$1,622,000 Los Angeles-San Diego-San Luis Obispo Rail Corridor Agency <u>VCTC</u> 07-Ventura	Camarillo Station Improvements. Plan, Specification and Estimate for the construction of a pedestrian underpass and ADA improvements at the Camarillo Station in Ventura County. <u>Outcome/Outputs:</u> Pedestrian and ADA improvements, resulting in reduced travel time, increased ridership and service reliability, and improved safety. CEQA - SE, 01/03/2024 Concurrent Allocation Amendment under Resolution ICR1B-AA-2425-01; December 2024. Concurrent IRI Programming Amendment under Resolution ICR1B-P-2425-01; December 2024.	07-CP042A ICR/24-25 PS&E \$1,622,000 S1 0023000198 R529GA	2023-24 304-6059 ICR 30.20.090.000	\$1,622,000

MEMORANDUM

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 5-6, 2024

From: STEVEN KECK, Chief Financial Officer

Reference Number: 2.5s.(3), Action Item

Prepared By: Keith Duncan, Chief
Division of Budgets

Subject: **ALLOCATION FOR A LOCALLY-ADMINISTERED SENATE BILL 1 LOCAL PARTNERSHIP PROGRAM (COMPETITIVE) PROJECT OFF THE STATE HIGHWAY SYSTEM**
RESOLUTION LPP-A-2425-12

ISSUE:

Should the California Transportation Commission (Commission) approve an allocation of \$3,000,000 for the locally-administered Senate Bill 1 (SB 1) Local Partnership Program (LPP) (Competitive) North Beale Road Complete Streets/Safety Project – Phase III (PPNO 5915), off the State Highway System, in Yuba County?

RECOMMENDATION:

The California Department of Transportation recommends that the Commission approve an allocation of \$3,000,000 for the locally-administered SB 1 LPP (Competitive) North Beale Road Complete Streets/Safety Project – Phase III (PPNO 5915), off the State Highway System, in Yuba County.

BACKGROUND:

The attached vote list describes the locally-administered SB 1 LPP (Competitive) project totaling \$3,000,000. The local agency is ready to proceed with this project, and is requesting an allocation at this time.

FINANCIAL RESOLUTION:

Resolved, that \$3,000,000 be allocated from Non-Budget Act Item 2660-601-3290 for the locally-administered SB 1 LPP (Competitive) project described on the attached vote list.

Attachment

“Provide a safe and reliable transportation network that serves all people and respects the environment.”

2.5 Highway Financial Matters

Project #		PPNO	Budget Year	
Allocation Amount		Program/Year	Item #	
Recipient	Project Title	Phase	Fund Type	Amount by
<u>RTPA/CTC</u>	Location	Prgm'd Amount	Program Code	Fund Type
District-County	Project Description	Project ID		

2.5s.(3)

Locally-Administered LPP (Competitive) Project Off the State Highway System

Resolution LPP-A-2425-12

1	North Beale Road Complete Streets/Safety Project - Phase	03-5915	2017-18	
\$3,000,000	III. In Yuba County, within the unincorporated community of Linda, on North Beale Road, from the western intersection with Linda Avenue (approximately 800 feet east of Woodland Drive) to the eastern intersection with Linda Avenue (approximately 375 feet east of College View Drive). Construct raised medians, left-turn lanes, eight-foot wide sidewalks, 7.5-foot wide paved bicycle lanes, storm drains, new streetlights, curbs, gutters, thermoplastic centerline and edge-line striping. Also install a new traffic signal at the western intersection with Linda Avenue (at the main entrance to Yuba Community College).	LPP-C/23-24	601-3290 RMRA	\$3,000,000
Yuba County		CONST	20.30.210.210	
<u>SACOG</u>		\$3,000,000		
03-Yuba		0324000244		

<u>Outputs</u>	<u>Unit</u>	<u>Total</u>
Install new detectable warning surface	SQFT	400
Install accessible pedestrian signal	Each	1
Modify driveway	LF	20
New sidewalk	LF	4276
Bicycle lane mile(s)	Miles	1
# Sign(s), light(s), greenway, or other safety / beautification	Each	25
Modify crosswalk	LF	190
Sidewalk mile(s)	Miles	1
Local road - rehabilitated	Miles	2
Repair/Upgrade curb ramp	Each	4
Two-way left turn lane(s)	Each	1
Crosswalk	Each	3
New curb ramp installed	Each	6
Intersection/Signal improvement(s)	Each	1
Culvert(s)	LF	100

CEQA - MND, 12/02/2015

Future consideration of funding approved under Resolution E-16-39; June 2016.

Right of Way Certification: 10/04/2024

Contribution from other sources: \$3,896,000.

Time extension for FY 23-24 CONST expires on 06/30/2025.

MEMORANDUM

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 5-6, 2024

From: STEVEN KECK, Chief Financial Officer

Reference Number: 2.5s.(4), Action Item

Prepared By: Keith Duncan, Chief
Division of Budgets

Subject: **ALLOCATION FOR A STATE-ADMINISTERED MULTI-FUNDED STATE
TRANSPORTATION IMPROVEMENT PROGRAM/SENATE BILL 1 LOCAL
PARTNERSHIP PROGRAM (COMPETITIVE AND FORMULAIC) PROJECT ON
THE STATE HIGHWAY SYSTEM
RESOLUTION FP-24-46
RESOLUTION LPP-A-2425-14**

ISSUE:

Should the California Transportation Commission (Commission) approve an allocation of \$67,625,000 for the State-Administered multi-funded State Transportation Improvement Program (STIP)/Senate Bill 1 (SB 1) Local Partnership Program (Competitive and Formulaic) Oakland Alameda Access Project (PPNO 0044D), on the State Highway System, in Alameda County?

RECOMMENDATION:

The California Department of Transportation (Department) recommends that the Commission approve an allocation of \$67,625,000 for the State-Administered multi-funded STIP/SB 1 LPP (Competitive and Formulaic) Oakland Alameda Access Project (PPNO 0044D), on the State Highway System, in Alameda County.

BACKGROUND:

The attached vote list describes the State-Administered multi-funded STIP/SB 1 LPP (Competitive and Formulaic) project totaling \$67,625,000. The Department is ready to proceed with this project, and is requesting an allocation at this time.

*"Provide a safe and reliable transportation network that
serves all people and respects the environment."*

FINANCIAL RESOLUTION:

Resolved, that \$49,625,000 be allocated from the Budget Act of 2024, Budget Act Items 2660-301-0042 and 2660-301-0890 and Non-Budget Act Item 2660-801-3290 for construction and \$18,000,000 for construction engineering for the State-Administered multi-funded STIP/SB 1 LPP (Competitive and Formulaic) project described on the attached vote list.

Attachment

*"Provide a safe and reliable transportation network that
serves all people and respects the environment."*

2.5 Highway Financial Matters

Project No. 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 Multi-Funded STIP/LPP (Competitive & Formulaic) Project On the State Highway System		Resolution FP-24-46 Resolution LPP-A-2425-14	
1	Oakland Alameda Access Project. Project is located on Interstate 880 and State Route 260 between 5th Avenue Overhead and 5th and 6th Street Viaduct within the Cities of Oakland and Alameda in Alameda County. The project proposes to improve access along I-880 and in and around the Webster and Posey Tubes (SR-260 tunnels under the Oakland Estuary [Tubes]), downtown Oakland, and the City of Alameda. Proposed improvements also include implementation of follow up landscaping work to restore removed vegetation required by the highway improvements.	04-0044D RIP/24-25 CON ENG \$18,000,000 CONST \$17,344,000 LPP-C/24-25 CONST \$25,000,000 LPP-F/24-25 CONST \$7,281,000 0400000326 3, 4 0G360	001-0042 SHA 001-0890 FTF 20.10.075.600 2024-25 301-0042 SHA 301-0890 FTF 20.20.075.600 2017-18 801-3290 RMRA 20.20.724.100 2017-18 801-3290 RMRA 20.20.724.000	\$2,065,000 <u>\$15,935,000</u> \$18,000,000 \$1,990,000 <u>\$15,354,000</u> \$17,344,000 \$25,000,000 \$7,281,000
\$67,625,000				
Department of Transportation <u>MTC</u> Alameda 04-Ala-260, 880 R0.78/R1.90, R30.47/R31.61				
	<u>Outputs</u>	<u>Unit</u>	<u>Total</u>	
	Traffic monitoring detection station(s)	Each	2	
	Bicycle lane mile(s)	Miles	3	
	Roadway lane mile(s) - new	Miles	12.2	
	New bridge(s)/tunnel(s)	SQFT	110,523	
	CEQA - EIR, 08/20/2021; Re-validation 10/07/2024 NEPA - FONSI, 08/20/2021; Re-validation 10/07/2024			
	Future consideration of funding approved under Resolution E-22-36; May 2022.			
	Right of Way Certification: 10/14/2024			
	Contribution from other sources: \$51,375,000.			
	As part of this allocation request, the implementing agency is requesting to extend the completion of CONST an additional 6 months beyond the 36 month deadline			

MEMORANDUM

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 5-6, 2024

From: STEVEN KECK, Chief Financial Officer

Reference Number: 2.5p.(1), Action Item

Prepared By: Keith Duncan, Chief
Division of Budgets

Subject: **ALLOCATION FOR LOCALLY-ADMINISTERED LOCAL TRANSPORTATION
CLIMATE ADAPTATION PROGRAM PROJECTS OFF THE STATE HIGHWAY
SYSTEM
RESOLUTION LTCAP-A-2425-06**

ISSUE:

Should the California Transportation Commission (Commission) approve an allocation of \$8,059,000 for three locally-administered Local Transportation Climate Adaptation Program (LTCAP) projects, off the State Highway System?

RECOMMENDATION:

The California Department of Transportation recommends that the Commission approve an allocation of \$8,059,000 for three locally-administered LTCAP projects, off the State Highway System.

BACKGROUND:

The attached vote list describes three locally-administered LTCAP projects totaling \$8,059,000. The local agencies are ready to proceed with these projects, and are requesting an allocation at this time.

FINANCIAL RESOLUTION:

Resolved, that \$8,059,000 be allocated from the Budget Act of 2023, Budget Act Item 2660-102-0042 for three locally-administered LTCAP projects described on the attached vote list.

Attachment

*“Provide a safe and reliable transportation network that
serves all people and respects the environment.”*

2.5 Highway Financial Matters

Project #		PPNO	Budget Year	
Allocation Amount	Project Title	Program/Year	Item #	
Recipient	Location	Phase	Fund Type	Amount by
<u>RTPA/CTC</u>	Project Description	Prgm'd Amount	Program Code	Fund Type
District-County		Project ID		

2.5p.(1)

Locally-Administered Local Transportation Climate Adaptation Program Projects off the State Highway System

Resolution LTCAP-A-2425-06

1	Floodgate Modernization and Resilient Project. In the City of Sacramento, ten individual locations for floodgate upgrades and modernization: 12 Street at Union Pacific Railroad (UPRR) underpass between B and C Streets; 16th Street at UPRR between A and C Streets; 19th Street bike trail north of C Street; UPRR rail line at 19th Street north of C Street; Business 80 (Capital City freeway) southeast of American River overcrossing; McKinley Village Way at UPRR underpass; H Street near Elvas Avenue; J Street near Elvas Avenue; Hornet Crossing trail near Elvas Avenue and 65th Street; and Folsom Boulevard between Elvas Avenue and Ramona Avenue.	03-2223 LTCAP/24-25 PA&ED \$387,000 0325000061	2023-24 102-0042 SHA 20.30.725.300	\$387,000
\$387,000				
City of Sacramento				
<u>SACOG</u>				
03-Sacramento				
	<u>Outcome/Outputs:</u> Modernization of ten floodgates on the City's secondary levee system.			
	Contribution from other sources: \$1,933,000.			
2	Olivehurst Roadway Climate Resiliency Project. In Yuba County, in the unincorporated community of Olivehurst, design and construct storm drains, drop inlets, drains, curbs, gutters, sidewalks, crosswalks, ADA compliant ramps, bike routes. Overlay roads, install new striping and signage.	03-6543 LTCAP/23-24 PS&E \$3,472,000 0324000146	2023-24 102-0042 SHA 20.30.725.300	\$3,472,000
\$3,472,000				
Yuba County				
<u>SACOG</u>				
03-Yuba				
	<u>Outcome/Outputs:</u> Resilient transportation infrastructure that will not be vulnerable to localized flooding during extreme precipitation events.			
	CEQA - MND, 09/12/2024			
	Concurrent consideration of funding under Resolution E-24-114; December 2024.			
	Time Extension for FY 23-24 PS&E expires June 30, 2025.			

2.5 Highway Financial Matters

Project # Allocation Amount Recipient <u>RTPA/CTC</u> District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5p.(1)	Locally-Administered Local Transportation Climate Adaptation Program Projects off the State Highway System		Resolution LTCAP-A-2425-06	
3 \$4,200,000 City of Menifee <u>RCTC</u> 08-Riverside	<p>Bradley Road Bridge Over Salt Creek. The proposed Project would replace the existing low-flow crossing at Salt Creek with a 335 foot-long by 64-foot-wide all-weather bridge to allow the conveyance of the 100-year flows. The proposed Project also includes improvements at the Potomac Drive and Rio Vista Drive intersections. The bridge would have a 12-foot median, two 12-foot travel lanes (one in each direction), 8-foot shoulders on both sides, and 5-foot pedestrian sidewalks on both sides with tubular hand railings.</p> <p><u>Outcome/Outputs:</u> At grade crossing will be replaced by a bridge. Elimination of roadway closure during rain storm events. Improve emergency response. Include multi-modal transportation features.</p> <p>CEQA - MND, 02/27/2017 NEPA - CE, 03/29/2024</p> <p>Concurrent consideration of funding under Resolution E-24-115; December 2024.</p> <p>Right of Way Certification: 11/04/2024</p> <p>Contribution from other sources: \$13,428,000.</p> <p>Time Extension for FY 23-24 CONST expires June 30, 2025.</p>	08-1331 LTCAP/23-24 CONST \$4,200,000 0822000184	2023-24 102-0042 SHA 20.30.725.300	\$4,200,000

MEMORANDUM

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 5-6, 2024

From: STEVEN KECK, Chief Financial Officer

Reference Number: 2.5w.(1), Action Item

Prepared By: Keith Duncan, Chief
Division of Budgets

Subject: **ALLOCATION FOR LOCALLY-ADMINISTERED ACTIVE TRANSPORTATION
PROGRAM PROJECTS OFF THE STATE HIGHWAY SYSTEM
RESOLUTION FATP-2425-11**

ISSUE:

Should the California Transportation Commission (Commission) approve an allocation of \$29,253,000 for 20 locally-administered Active Transportation Program (ATP) projects, off the State Highway System?

RECOMMENDATION:

The California Department of Transportation recommends that the Commission approve an allocation of \$29,253,000 for 20 locally-administered ATP projects, off the State Highway System.

BACKGROUND:

The attached vote list describes 20 locally-administered ATP projects totaling \$29,253,000. The local agencies are ready to proceed with these projects, and are requesting an allocation at this time.

FINANCIAL RESOLUTION:

Resolved, that \$29,253,000 be allocated from the Budget Act of 2023, Budget Act Item 2660-108-0890 and Non-Budget Act Item 2660-608-0001 for 20 locally-administered ATP projects described on the attached vote list.

Attachment

*"Provide a safe and reliable transportation network that
serves all people and respects the environment."*

2.5 Highway Financial Matters

Project # Allocation Amount Recipient <u>RTPA/CTC</u> District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5w.(1)	Locally-Administered Active Transportation Program Projects Off the State Highway System		Resolution FATP-2425-11	
1 \$1,180,000 Hoopa Valley Tribe <u>HCAOG</u> 01-Humboldt	<p>Hoopa Safe Routes to School Project. This proposed ATP project is located in Hoopa, CA along State Route 96 between the south end of Loop Road and the southern extent of the Trinity River Bridge, and also along portions of BIA Route #12 Loop Road and Orchard Road. Enhance walking and biking safety to schools, community and senior centers and social service destinations with infrastructure improvements.</p> <p>Statewide</p> <p><u>Outcome/Outputs:</u> Construct 31,680 feet of class I trail, 11,462 feet of new sidewalks, 18 new curb ramps and 1 new crosswalk to provide a safe multi-modal transportation facility for safe routes to school for the Hoopa Valley Community along State Route 96.</p> <p>CEQA - CE, 4/6/2023 NEPA - CE, 4/6/2023</p> <p>2440A is the infrastructure component of PPNO 2440B.</p> <p>A 20-month allocation time extension for the CONST phase was approved under Waiver 19-17; May 2019. Subsequently, all phases were indefinitely deferred per staff recommendation under Waiver 20-16; March 2020.</p> <p>The Hoopa Tribe has requested funds be transferred to the Bureau of Indian Affairs (BIA) who will serve as the oversight agency. Upon allocation and transfer, BIA will assume oversight responsibility to ensure the project is delivered per federal guidelines. To streamline conveying the funds, the RW clearance will be processed after the funds have been allocated and transferred.</p>	01-2440A ATP/18-19 CONST \$1,180,000 0119000052	2023-24 108-0890 FTF 20.30.720.100	\$1,180,000

2.5 Highway Financial Matters

Project #	PPNO	Budget Year		
Allocation Amount	Program/Year	Item #		
Recipient	Phase	Fund Type	Amount by	
<u>RTPA/CTC</u>	Prgm'd Amount	Program Code	Fund Type	
District-County	Project ID			

2.5w.(1)

Locally-Administered Active Transportation Program Projects Off the State Highway System

Resolution FATP-2425-11

2	Hoopla Safe Routes to School Project. Provide pedestrian and bicycling safety education and support through instruction, events, and technical support.	01-2440B	2023-24	
\$43,000		ATP/17-18	108-0890 FTF	\$43,000
Hoopla Valley Tribe		CONST	20.30.720.100	
<u>HCAOG</u>	Statewide	\$43,000		
01-Humboldt	<u>Outcome/Outputs:</u> Enhance walking and biking safety to schools, community and senior centers and social service destinations, with education and encouragement strategies.	0119000052		
	CEQA - CE, 4/6/2023			
	NEPA - CE, 4/6/2023			
	2440B is the non-infrastructure component of PPNO 2440A.			
	A 20-month allocation time extension for the CONST phase was approved under Waiver 17-25; June 2018. Subsequently, all phases were indefinitely deferred per staff recommendation under Waiver 20-16; March 2020.			
	The Hoopla Tribe has requested funds be transferred to the Bureau of Indian Affairs (BIA) who will serve as the oversight agency. Upon allocation and transfer, BIA will assume oversight responsibility to ensure the project is delivered per federal guidelines.			
3	Pioneer Trail Pedestrian Improvement Project Phase 2.	03-6140	2024-25	
\$1,200,000	Pioneer Trail between Ski Run Boulevard and Larch Avenue. Install sidewalks, class II bike lanes, ADA curb ramps crosswalks, bulb outs, and pedestrian lighting.	ATP/23-24	608-0001 GF	\$1,200,000
City of South Lake Tahoe		CONST	20.30.720.100	
<u>EDCTC</u>	MPO	\$1,200,000		
03-El Dorado	<u>Outcome/Outputs:</u> Construct 4,750 linear feet of new sidewalk, 4,750 linear feet of class II bike lanes, realign 7 intersections, close 2 intersections, 18 curb ramps, 4 bulb outs, 3 bus shelters, and 49 dark skys pedestrian light poles.	0319000017		
	CEQA - CE, 02/25/2021			
	Right of Way Certification: 10/15/2024			
	Time extension for FY 23-24 CONST expires on 02/28/2026			

2.5 Highway Financial Matters

Project #	PPNO	Budget Year		
Allocation Amount	Program/Year	Item #		
Recipient	Phase	Fund Type	Amount by	
<u>RTPA/CTC</u>	Prgm'd Amount	Program Code	Fund Type	
District-County	Project ID			

2.5w.(1)

Locally-Administered Active Transportation Program Projects Off the State Highway System

Resolution FATP-2425-11

4				
\$1,575,000	San Rafael Canal Crossing Project. New active transportation crossing between Canal Street and Third Street in San Rafael, CA. Non-motorized bridge between Canal Street in San Rafael's Canal neighborhood and Third Street in San Rafael.	04-2372 ATP/24-25 PA&ED \$1,575,000 0425000088	2024-25 608-0001 GF 20.30.720.100	\$1,575,000
City of San Rafael <u>MTC</u> 04-Marin	MPO			
	<u>Outcome/Outputs:</u> Construct a pedestrian and bicycle crossing of the San Rafael Canal located within a disadvantaged community.			
5				
\$9,948,000	West Texas Street Complete Streets Project. West Texas Street between Beck Avenue and Pennsylvania Avenue. Construct Class IV separated bikeways with Class II buffered bike lane segment, a new traffic signal, new marked crosswalks, and curb extensions.	04-2343A ATP/23-24 CONST \$9,948,000 0424000359	2024-25 608-0001 GF 20.30.720.100	\$9,948,000
City of Fairfield <u>MTC</u> 04-Solano	Statewide			
	<u>Outcome/Outputs:</u> Construct 3,120 feet of Class II bike lanes, 5,720 feet of class IV bike lanes, 12 bike boxes, 15 signal timing improvements, lighting at 3 intersections, 4,090 feet of total lighting, 6,140 feet of sidewalk widening, 2,100 feet of sidewalk reconstruction, 4,020 feet of barrier protected sidewalks, 3 new curb ramps, 27 reconstructed curb ramps, 2 new crosswalks, 14 enhanced crosswalks, 32 new pedestrian heads, 4 shortened crossings, 2 traffic signals, 1 flashing beacon, 4 crossing-surface improvements, and removal of 7,164 feet of vehicle travel lane.			
	CEQA - CE, 9/9/2022			
	Right of Way Certification: 9/30/2024			
	Baseline agreement approved under Resolution ATP-P-2324-03B; December 2023			
	PPNO 2343A is the infrastructure component to PPNO 2343B			
	Time Extension for FY 23-24 CONST expires June 30, 2025.			

2.5 Highway Financial Matters

Project # Allocation Amount Recipient <u>RTPA/CTC</u> District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5w.(1)	Locally-Administered Active Transportation Program Projects Off the State Highway System		Resolution FATP-2425-11	
6 \$2,616,000 County of Santa Barbara <u>SBCAG</u> 05-Santa Barbara	<p>Modoc Road Multimodal Path Gap Closure (Phase II). Modoc Road from Via Senda to the Obern Trail (Encore Drive). Construct 0.7 miles of Class I multi-use path for bicyclists, runners, and pedestrians of all ages and abilities.</p> <p>Small Urban and Rural</p> <p><u>Outcome/Outputs:</u> Construct 3,910 feet of Class I multi-use path, 6 new curb ramps, 4 new crosswalks, and 4 new flashing beacons.</p> <p>CEQA - MND, 1/25/2023</p> <p>Future consideration of funding approved under Resolution E-23-35; March 2023.</p> <p>Right of Way Certification: Pending</p> <p>Time extension for FY 22-23 CONST expires on February 28, 2025.</p> <p>As part of the allocation request, the local agency is requesting to extend the completion of construction an additional 12 months beyond the 36-months Timely Use of Funds deadline.</p>	05-2992 ATP/22-23 CONST \$2,616,000 0519000128	2024-25 608-0001 GF 20.30.720.100	\$2,616,000
7 \$379,000 Fresno County <u>FCOG</u> 06-Fresno	<p>Tranquillity Sidewalk Project. The project is located throughout the community of Tranquillity. The project will construct pedestrian improvements including sidewalks.</p> <p>MPO</p> <p><u>Outcome/Outputs:</u> Install 15,000 linear feet of sidewalk, 6 crossing-surface improvements at un-signalized intersections, construct 65 ADA ramps, reconstruct 3,000 linear feet of sidewalk, and 22 ramps to ADA standard.</p> <p>CEQA - CE, 09/26/2023 NEPA - CE, 09/30/2024</p>	06-8073 ATP/24-25 PS&E \$379,000 0624000015	2023-24 108-0890 FTF 20.30.720.100	\$379,000

2.5 Highway Financial Matters

Project # Allocation Amount Recipient <u>RTPA/CTC</u> District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5w.(1)	Locally-Administered Active Transportation Program Projects Off the State Highway System		Resolution FATP-2425-11	
8 \$496,000 Fresno County <u>FCOG</u> 06-Fresno	Herndon-Barstow Elementary High Intensity Activated Crosswalk. Relocate existing crosswalk near Herndon-Barstow Elementary School, Install HAWK system at the new crosswalk, and construct sidewalk with curb & gutter and ADA curb ramps. MPO <u>Outcome/Outputs:</u> Install 1 HAWK system at crosswalk, 110 feet of sidewalk, 2 curb ramps, 1 crosswalk. CEQA - CE, 04/24/2023 Right of Way Certification: 09/30/2024	06-8079 ATP/24-25 CONST \$496,000 0624000016	2024-25 608-0001 GF 20.30.720.100	\$496,000
9 \$285,000 City of Bell Gardens <u>LACMTA</u> 07-Los Angeles	Bell Gardens Complete Streets Improvements - Phase 2. Various locations within the City, including Specht Avenue, Live Oak Street, Priory Street, Purdy Avenue, Gephart Avenue, Perry Road, and Hannon Street. Citywide pedestrian, bike and traffic calming improvements to create complete streets - crosswalk, mini traffic circles, HAWK, curb extensions, Class III bike routes, curb ramps, signals, and striping. Statewide <u>Outcome/Outputs:</u> Construct 2,400 feet of Class III bike lanes, reconstruct 14 curb ramps, enhance 13 existing crosswalks. Install 2 timing improvements, 1 flashing beacon, 2,400 feet of edgeline striping, and 3 speed humps. CEQA - CE, 09/24/2024	07-6038 ATP/24-25 PS&E \$285,000 0724000268	2024-25 608-0001 GF 20.30.720.100	\$285,000

2.5 Highway Financial Matters

Project # Allocation Amount Recipient <u>RTPA/CTC</u> District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5w.(1)	Locally-Administered Active Transportation Program Projects Off the State Highway System		Resolution FATP-2425-11	
10 \$180,000 City of West Covina <u>LACMTA</u> 07-Los Angeles	West Covina Safe Routes to School & Pedestrian Safety Project. Various intersections adjacent to schools, parks, employment centers, shopping, transit stops, and high pedestrian activity centers within the City of West Covina. Citywide pedestrian safety improvements at signalized intersections and uncontrolled crossings near schools and major destinations. MPO <u>Outcome/Outputs:</u> Reconstruct 6 curb ramp improvements. Install 94 pedestrian signal heads, 47 enhance existing crosswalks at signalized intersections, 19 new rectangular rapid flashing beacons, 72 crossing-surface improvements, 2 cross surface improvements at mid-block crossings, 12 speed feedback signs and 8 flashing warning signs. CEQA - CE, 07/25/2024	07-6162 ATP/24-25 PS&E \$180,000 0724000194	2024-25 608-0001 GF 20.30.720.100	\$180,000
11 \$28,000 City of Avalon <u>LACMTA</u> 07-Los Angeles	Tremont Five Corners School Safety Roundabouts. The Non-Infrastructure project will consist of a public education and outreach campaign that will include development of outreach materials that promote walking and bicycling, educate the community on the benefit of Open Streets, and communicate the overall improvements to vehicular and pedestrian safety brought to the area by the project. MPO <u>Outcome/Outputs:</u> The project will provide information for safer operations for all users regarding installation of traffic calming devices, sidewalks and adequate lighting. CEQA - CE, 10/11/2024 PPNO 6165B is the non-infrastructure component to PPNO 6165A Time Extension for FY 23-24 CONST expires October 31, 2024	07-6165B ATP/23-24 CONST \$28,000 0724000185	2024-25 608-0001 GF 20.30.720.100	\$28,000

2.5 Highway Financial Matters

Project # Allocation Amount Recipient <u>RTPA/CTC</u> District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5w.(1)	Locally-Administered Active Transportation Program Projects Off the State Highway System		Resolution FATP-2425-11	
12 \$1,896,000 City of Perris <u>RCTC</u> 08-Riverside	<p>City of Perris Bike and Pedestrian Network Project. In the City of Perris, on Redlands Avenue between Placentia Avenue and Tahoe Street, and on Citrus Avenue between Redlands Avenue and Perris Boulevard. Class II bike lanes with buffer and reflective delineators, high-visibility crosswalks, sidewalks, bike repair stations, signage, and public outreach campaign.</p> <p>Statewide</p> <p><u>Outcome/Outputs:</u> Install 9,240 feet of Class II buffered bike lanes, 3 rectangular rapid flashing beacons and 2 crossing surface improvements. Construct 700 feet of new sidewalk and 3 new curb ramp improvements.</p> <p>CEQA - CE, 09/07/2021</p> <p>Right of Way Certification: 10/07/2024</p> <p>PPNO 1273A is the infrastructure component to PPNO 1273B.</p> <p>Time Extension for FY 22-23 CONST expires December 31, 2024.</p>	08-1273A ATP/22-23 CONST \$1,896,000 0822000092	2024-25 608-0001 GF 20.30.720.100	\$1,896,000
13 \$170,000 City of Moreno Valley <u>RCTC</u> 08-Riverside	<p>ADA Curb Ramps Remediation Project. In the City of Moreno Valley at 27 intersections. Construction of ADA compliant directional ramps at 27 proposed intersections for a total of 66 ramps. Sidewalk panels and bottom landing areas will be constructed where applicable.</p> <p>MPO</p> <p><u>Outcome/Outputs:</u> Reconstruct 66 ramps to standard and 1 enhanced existing crosswalk.</p> <p>CEQA - CE, 08/13/2024</p>	08-1313 ATP/24-25 PS&E \$170,000 0824000053	2024-25 608-0001 GF 20.30.720.100	\$170,000

2.5 Highway Financial Matters

Project #		PPNO	Budget Year	
Allocation Amount		Program/Year	Item #	
Recipient	Project Title	Phase	Fund Type	Amount by
<u>RTPA/CTC</u>	Location	Prgm'd Amount	Program Code	Fund Type
District-County	Project Description	Project ID		

2.5w.(1)

Locally-Administered Active Transportation Program Projects Off the State Highway System

Resolution FATP-2425-11

14	Date Elementary School Street Improvements Project.	08-1284A	2024-25	
\$1,591,000	Fontana Avenue, between Athol Street and Merrill Avenue/Oleander Avenue within the City of Fontana, California	ATP/24-25	608-0001 GF	\$1,591,000
City of Fontana	Install missing sidewalk segments, ADA compliant curb ramps, high-visibility crosswalks, and Class II bikeways within the vicinity of four (4) public schools.	CONST	20.30.720.100	
<u>SBCTA</u>		\$1,591,000		
08-San Bernardino		0822000034		
	MPO			
	<u>Outcome/Outputs:</u> This project will construct 3,168 feet Class II bike lane, 4,551 feet sidewalk, 5 curb ramps, and install 1 crosswalk.			
	CEQA - CE, 08/12/2022			
	Right of Way Certification: 06/18/2024			
	PPNO 1284A is the infrastructure component to PPNO 1284B.			

15	Date Elementary School Street Improvements Project.	08-1284B	2024-25	
\$18,000	Coordinate safe routes to school activities at four public schools over a one-year period, to work with local health department, police department and school districts for guidance in pedestrian and traffic safety practices.	ATP/24-25	608-0001 GF	\$18,000
City of Fontana		CONST	20.30.720.100	
<u>SBCTA</u>		\$18,000		
08-San Bernardino		0822000035		
	MPO			
	<u>Outcome/Outputs:</u> 4 bike rodeos, 8 parent, student, and faculty workshops.			
	CEQA - CE, 08/12/2022			
	PPNO 1284B is the Non-Infrastructure component to PPNO 1284A.			

2.5 Highway Financial Matters

Project # Allocation Amount Recipient <u>RTPA/CTC</u> District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5w.(1)	Locally-Administered Active Transportation Program Projects Off the State Highway System		Resolution FATP-2425-11	
16 \$1,609,000 Stanislaus County <u>StanCOG</u> 10-Stanislaus	Robertson Road Elementary Safe Crossing and Active Transportation Connectivity Project. Improvements will occur along Robertson Road, an unincorporated area of Stanislaus County near schools, parks, and public services and existing bus route 21. Install ADA-compliant concrete side path and high visibility crosswalks. MPO <u>Outcome/Outputs:</u> Construct 5,902 linear feet of concrete pathway and install 2 high-visibility crosswalks. CEQA - CE, 08/24/2023 NEPA - CE, 04/12/2024 Right of Way Certification: 09/16/2024	10-3520 ATP/24-25 CONST \$1,609,000 1023000136	2024-25 608-0001 GF 108-0890 FTF 20.30.720.100	\$696,000 <u>\$913,000</u> \$1,609,000
17 \$803,000 City of Waterford <u>StanCOG</u> 10-Stanislaus	Waterford Safe Routes to School Project - Yosemite Boulevard. North and South sides of State Route 132 (Yosemite Boulevard) between Reinway Avenue and Eucalyptus Avenue. Install curbs, gutters, sidewalks, lighting and continental-style crosswalks along Yosemite Boulevard, which will become a Class III bike route. MPO <u>Outcome/Outputs:</u> Construct 1,910 linear feet of sidewalk, install 2,500 linear feet of Class III bike route, 2 intersection lighting, 4 feet of roadway segment lighting, and enhance 4 existing crosswalks at signalized intersection. CEQA - CE, 05/09/2023 Right of Way Certification: 09/27/2024 Time extension for FY 23-24 CONST expires 12/31/24.	10-3521 ATP/23-24 CONST \$803,000 1022000191	2024-25 608-0001 GF 20.30.720.100	\$803,000

2.5 Highway Financial Matters

Project # Allocation Amount Recipient <u>RTPA/CTC</u> District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5w.(1)	Locally-Administered Active Transportation Program Projects Off the State Highway System		Resolution FATP-2425-11	
18 \$68,000 City of Calipatria <u>SCAG</u> 11-Imperial	City of Calipatria - Bonita Place Pedestrian Safety Project. Bonita Place between South Brown Avenue and Southeast Avenue. Remove/replace sidewalk along Bonita Place between South Brown Avenue and Southeast Avenue in City of Calipatria. MPO <u>Outcome/Outputs:</u> Construct 1,785 linear feet of sidewalk. CEQA - CE, 04/26/2024 Time extension for FY 23-24 PS&E expires 12/31/2024.	11-1536 ATP/23-24 PS&E \$68,000 1124000072	2024-25 608-0001 GF 20.30.720.100	\$68,000
19 \$4,317,000 San Diego Association of Governments <u>SANDAG</u> 11-San Diego	Orange Family Friendly Street Project. The Orange Family Friendly Street Project is 2.1-miles long and will run along Orange Avenue, between 32nd Street and Estrella Avenue, in the City Heights community of San Diego. Buffered bike lanes; traffic calming and pedestrian access improvements including diverters, curb extensions, high visibility and raised crosswalks, traffic circle, curb ramps, and signal modifications. Statewide <u>Outcome/Outputs:</u> Construction of 2.1-miles of buffered bike lanes, 3 diverters, high visibility crosswalks (2 raised), neighborhood traffic circle, and additional traffic calming and pedestrian access features will improve safety and comfort for people walking and biking. CEQA - CE, 07/26/2019 NEPA - CE, 06/08/2022; Re-validation 10/15/2024 Right of Way Certification: 10/04/2024 Time extension for FY 22-23 CONST expires 02/28/2025.	11-1443 ATP/22-23 CONST \$4,317,000 1122000008	2024-25 608-0001 GF 20.30.720.100	\$4,317,000

2.5 Highway Financial Matters

Project # Allocation Amount Recipient <u>RTPA/CTC</u> District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5w.(1)	Locally-Administered Active Transportation Program Projects Off the State Highway System		Resolution FATP-2425-11	
20 \$851,000 City of Santa Ana <u>OCTA</u> 12-Orange	Orange Avenue Bike Lane and Bicycle Boulevard Project. Orange Avenue from 1st Street to Warner Avenue in the City of Santa Ana. Install a bike boulevard and bike lanes, 3 traffic circles, bulb-outs at 6 intersections, high visibility crosswalks at 7 intersections, left turn arrows at one intersection. Statewide <u>Outcome/Outputs:</u> Install 6,600 feet of Class II bike lanes/routes, 400 feet of Class III bike lanes/routes, 3 traffic circles, 2 enhanced existing crosswalks (signalized), 1 timing improvement, 6 shorten crossing, and 4 enhanced crosswalk (unsignalized). CEQA - CE, 6/6/2024	12-1310 ATP/24-25 PS&E \$851,000 1223000100	2024-25 608-0001 GF 20.30.720.100	\$851,000

MEMORANDUM

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 5-6, 2024

From: STEVEN KECK, Chief Financial Officer

Reference Number: 2.6g.(1), Action Item

Prepared By: Keith Duncan, Chief
Division of Budgets

Subject: ALLOCATION FOR TRANSIT AND INTERCITY RAIL CAPITAL
PROGRAM PROJECTS
RESOLUTION TIRCP-2425-32

ISSUE:

Should the California Transportation Commission (Commission) approve an allocation of \$267,424,000 for three Transit and Intercity Rail Capital Program (TIRCP) projects?

RECOMMENDATION:

The California Department of Transportation recommends that the Commission approve an allocation of \$267,424,000 for three TIRCP projects.

BACKGROUND:

The attached vote list describes three TIRCP projects totaling \$267,424,000. The local agencies are ready to proceed with these projects, and are requesting an allocation at this time.

FINANCIAL RESOLUTION:

Resolved that \$267,424,000 be allocated from the Budget Act of 2023 and 2024, Budget Act Items 2660-101-0046 and 2660-301-0046R for three TIRCP projects described on the attached vote list.

Attachment

*“Provide a safe and reliable transportation network that
serves all people and respects the environment.”*

2.6 Mass Transportation Financial Matters

Project # Allocation Amount Recipient <u>RTPA/CTC</u> District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.6g.(1)	Transit and Intercity Rail Capital Program	Resolution TIRCP-2425-32		
1 \$258,360,000 Santa Clara Valley Transportation Authority <u>MTC</u> 04-Santa Clara	<p>(2016:14) BART Silicon Valley Extension, Phase II (BART Rail Service Extension to San Jose) (2018:23) VTA's BART Silicon Valley Extension, Phase II (BART Rail Service Extension to San Jose). Prepare final design documents for the six-mile BART extension from Berryessa to North San Jose Station and Santa Clara Caltrain Station located in Santa Clara County.</p> <p><u>Outcome/Outputs:</u> Increased mobility options and accessibility by providing the new six-mile extension of the BART system in Santa Clara County to accommodate transportation alternatives to already heavily congested highways and roadways, enabling better access to regional transit systems, reduced greenhouse gas emissions and air pollution.</p> <p>Letter of No Prejudice approved under Resolution LONP TIRCP-1819-03; December 2018.</p> <p>Cycle 2 (2016:14) funding split is: GGRF \$20,000,000 and PTA \$0.</p> <p>Cycle 3 (2018:23) funding split is: GGRF \$104,878,000 and PTA \$133,482,000.</p>	<p>04-CP057 TIRCP/24-25 PS&E \$124,878,000</p> <p>TIRCP/24-25 PS&E \$133,482,000 S 0025000068 R627GA</p>	<p>2023-24 301-0046R GGRF 30.20.301.100</p> <p>2024-25 101-0046 PTA 30.10.030.200</p>	<p>\$124,878,000</p> <p>\$133,482,000</p>
2 \$1,000,000 San Francisco Municipal Transportation Agency <u>MTC</u> 04-San Francisco	<p>(2022:18) SFMTA Core Capacity Program (Muni Metro Modernization Planning). The San Francisco Municipal Transportation Agency Muni Metro Modernization Planning Study will identify the next package of investments to provide additional capacity and reliability to the MUNI Light Rail Network in San Francisco County.</p> <p><u>Outcome/Outputs:</u> Selected infrastructure improvements identified in the study will provide MUNI Light Rail Network passengers reduced transit headways, accessibility, safety, reliability and frequent light rail service.</p> <p>CEQA: N/A</p> <p>Right of Way Certification: N/A</p>	<p>04-CP103 TIRCP/24-25 CONST \$600,000</p> <p>TIRCP/24-25 CONST \$400,000 S 0025000070 T626GA</p>	<p>2023-24 301-0046R GGRF 30.20.301.100</p> <p>2023-24 101-0046 PTA 30.10.030.200</p>	<p>\$600,000</p> <p>\$400,000</p>

2.6 Mass Transportation Financial Matters

Project # Allocation Amount Recipient <u>RTPA/CTC</u> District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.6g.(1)	Transit and Intercity Rail Capital Program		Resolution TIRCP-2425-32	
3 \$8,064,000 San Diego Metropolitan Transit System <u>SANDAG</u> 11-San Diego	(2022:16) Zero-Emission Transit Enhancement Project (Electrification of the Imperial Avenue Division (IAD)). Installation of electric vehicle charging infrastructure of the Imperial Avenue Division (IAD) located in San Diego County. <u>Outcome/Outputs:</u> Reduction of greenhouse gas emissions by implementation of the supporting infrastructure for the future zero-emission fleet, including supporting the electric charging capacity and access of surrounding regional transit services for disadvantaged and low-income communities. CEQA - CE, 10/28/2022 Right of Way Certification: 10/07/2024	11-CP088F TIRCP/24-25 CONST \$4,476,000 TIRCP/24-25 CONST \$3,588,000 S 0025000072 T511GC	2023-24 301-0046R GGRF 30.20.301.100 2024-25 101-0046 PTA 30.10.030.200	\$4,476,000 \$3,588,000

MEMORANDUM

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 5-6, 2024

From: STEVEN KECK, Chief Financial Officer

Reference Number: 2.8b.(1), Action Item

Prepared By: James R. Anderson, Chief
Division of Financial Programming

Subject: **REQUEST TO EXTEND THE PERIOD OF CONTRACT AWARD FOR STATE HIGHWAY OPERATION AND PROTECTION PROGRAM PROJECTS, ON THE STATE HIGHWAY SYSTEM, PER SHOPP GUIDELINES WAIVER 24-175**

ISSUE:

Should the California Transportation Commission (Commission) extend the period of contract award for three State Highway Operation and Protection Program (SHOPP) projects, for the time periods as identified in the attachment?

RECOMMENDATION:

The California Department of Transportation (Department) recommends that the Commission extend the period of contract award for three SHOPP projects, for the time periods as identified in the attachment.

BACKGROUND:

In May, June and August of 2024, the Commission allocated \$28,944,000 in Construction Capital for three SHOPP projects. In accordance with the SHOPP Guidelines (Guidelines), the deadline to award contracts for projects allocated in May, June and August 2024 is November 30, 2024, December 31, 2024 and February 28, 2025 respectively. The Department is requesting time extensions for the period of contract award. The attachment shows the details of each project and the delays that have resulted in these time extension requests.

Current Guidelines stipulate that the agency implementing a project request a time extension if the project will not be awarded within one Commission meeting after expiration. Expiration of Construction (CON) funds occurs six months after a project receives its CON allocation. The Commission may approve waivers to the timely use of funds deadline, one-time only, for up to 20 months.

Attachment

"Provide a safe and reliable transportation network that serves all people and respects the environment."

**Time Extension/Waiver – Contract Award for
State Highway Operation and Protection Program**

Project Number: 1
County: Mendocino
District: 01
PPNO: 4630
EA: 0F710
Route: 1
Allocation Amount: \$4,527,000
Phase: Construction
Allocation Date: 06/28/2024
Allocation Resolution: FP-23-98
Number of Months Requested: 3 Months
Extended Deadline: 03/31/2025
Department Recommendation: Support

SHOPP Safety Improvements project

The Department requests a 3-month time extension for the period of contract award for the Construction (CON) phase of the SHOPP Safety Improvements project. The Department experienced delays in awarding the project. The project has a concurrent request for supplemental funds at this month's Commission meeting.

The project is on State Route (SR) 1 in Mendocino, near Gualala from north of Havens Neck Drive to Gypsy Flat Road, and south of Iverson Road. The project proposes to realign roadway and widen lanes and shoulders to improve safety. This project is expected to reduce the number and severity of collisions.

The project received its CON allocation in June 2024, was advertised in August 2024, and bids were opened in September 2024. The Department received three bids; however, all the bids were higher than the engineer's estimate (EE). The lowest bid is 23.8 percent over the EE and the two remaining bids are 30.7 and 38.3 percent over the EE. The cost increases on this project are largely attributed to traffic control system, roadway excavation, mechanically stabilized embankment, class II aggregate, and clearing and grubbing. Although EE considered the remote location and long material hauling, the bids were higher than anticipated with the contractors citing the remote location as the reasons for their bid pricing. The traffic control system bid prices were higher due to complex staging and 24/7 flagging. The mechanically stabilized embankment bid prices came in higher due to the restrictive geography at the proposed location. Additional time is required to work with the bidders on these high-cost items and to award the contract. This time extension request is in the best interest of the Department to be able to award this project to the lowest responsive bidder and avoid delays in implementing this important safety improvements project. The Department anticipates awarding the project prior to March 31, 2025.

Therefore, the Department is requesting a 3-month time extension to award a contract from December 31, 2024 to March 31, 2025.

Project Number: 2
County: Riverside
District: 8
PPNO: 3008C
EA: 1C072
Route: 74
Allocation Amount: \$22,134,000
Phase: Construction
Allocation Date: 05/17/2024
Allocation Resolution: FP-23-91
Number of Months Requested: 3 Months
Extended Deadline: 02/28/2025
Department Recommendation: Support

SHOPP Pavement Preservation (CAPM) project

The Department requests a 3-month time extension for the period of contract award for the CON phase of the SHOPP Pavement Preservation (CAPM) project. The Department experienced delays in awarding the project.

The project is on SR 74 in Riverside, near Perris and Hemet from SR 215 to SR 79 (Winchester Road). The project proposes to rehabilitate pavement and install Transportation Management System elements. This project will extend the pavement service life and improve ride quality.

The project received its CON allocation in May 2024, and the bids were opened in September 2024. The project was combined for construction at advertisement with a Middle Mile Broadband Network (EA 1N360) project. The Department has evaluated the bids and identified the lowest responsive bidder. The lowest bidder was found non-compliant with the Disadvantaged Business Enterprise (DBE) goal. The bidder requested a re-consideration hearing and is currently in the process of being scheduled. The Department needs additional time to complete the re-consideration hearing and take appropriate action. The Department anticipates clearing the lowest responsive bidder and awarding the project by the extended deadline.

Therefore, the Department is requesting a 3-month time extension to award a contract from November 30, 2024 to February 28, 2025.

Project Number: 3
County: Orange
District: 12
PPNO: 4506I
EA: 0R314
Route: 91
Allocation Amount: \$6,728,000
Phase: Construction
Allocation Date: 08/16/2024
Allocation Resolution: FP-24-08
Number of Months Requested: 4 Months
Extended Deadline: 06/30/2025
Department Recommendation: Support

SHOPP Transportation Management Systems project

The Department requests a 4-month time extension for the period of contract award for the CON phase of the SHOPP Transportation Management Systems project. The Department experienced delays in awarding the project. The project has a concurrent contract award time extension request on this month's Commission agenda, for Trade Corridor Enhancement Program (TCEP) project EA 12-0K981.

The project is located on SR 91 in Anaheim, from SR 55 to Lakeview Avenue. The project proposes to construct a new drop ramp for dedicated access to southbound SR 55 from Lakeview Avenue Bridge. The project will separate traffic on westbound SR 91 from southbound SR 55. The project will replace the Lakeview Avenue bridge, improve the bicycle and pedestrian facility on Lakeview Avenue, and connect to the regional Santa Ana River Trail. In addition, the project will reconfigure the westbound ramps from partial cloverleaf to a diamond configuration.

In August 2024, the project was combined with TCEP project (EA 12-0K981) for construction. As a result, both projects need additional time to align their schedules. Since the allocation of the TCEP funds in June 2024, there has been two addenda issued, each postponing the bid opening. The first addendum postponed the initial bid opening from August 2024 to September 2024. This initial delay was intended to provide time for the project to receive allocation for the SHOPP portion at the August 2024 Commission meeting and to issue a major addendum package in response to the Department's Independent Quality Assurance (IQA) high priority comments.

The second addendum further postponed the bid opening from September 2024 to October 2024. This delay was due to receiving more than 90 bid inquiries leading to the scope of major addendum package to expand over 85 plan sheets to address the Department's IQA comments and several bid inquiries. This package was posted to bidders on October 4, 2024. As a result, the additional time will be needed to allow bidders to review the addendum.

The bid opening occurred on October 16, 2024. The lowest bidder came in at 12 percent over the EE. The second lowest and third lowest bidders were at 18 percent and 20 percent over the EE, respectively. It was determined that bid item work associated with the TCEP project (EA 12-0K981) is wholly responsible for the overage. To award the project to the lowest bidder, a cooperative agreement amendment to cover the shortfall is needed. This cooperative agreement amendment cannot be executed until the Orange County Transportation Authority receives an authorization from its board, which is expected in December 2024. Once the amendment is approved, the Department will finalize the administrative process and award the project in early 2025. To allow for any unforeseen issues that may arise, the Department is requesting additional time.

Therefore, the Department is requesting a 4-month time extension to award a contract from February 28, 2025 to June 30, 2025.

MEMORANDUM

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 5-6, 2024

From: STEVEN KECK, Chief Financial Officer

Reference Number: 2.8c.(1), Action Item

Prepared By: James R. Anderson, Chief
Division of Financial Programming

Subject: **REQUEST TO EXTEND THE PERIOD OF PROJECT COMPLETION FOR
STATE-ADMINISTERED STATE HIGHWAY OPERATION AND PROTECTION
PROGRAM PROJECTS, ON THE STATE HIGHWAY SYSTEM, PER SHOPP
GUIDELINES
WAIVER 24-176**

ISSUE:

Should the California Transportation Commission (Commission) extend the period of project completion for two State Highway Operation and Protection Program (SHOPP) projects, for the time periods as identified in the attachment?

RECOMMENDATION:

The California Department of Transportation (Department) recommends that the Commission extend the period of project completion for two SHOPP projects, for the time periods as identified in the attachment.

BACKGROUND:

In March and December 2021, the Commission allocated \$52,263,000 in Construction Capital (CON/CON Support) for the attached two SHOPP project phases. These projects were awarded in December 2021. In accordance with the SHOPP Guidelines (Guidelines), the deadline to complete Construction Contract Acceptance for projects awarded in December 2021 is December 31, 2024. Because the Department will not meet this deadline, the Department is now requesting time extensions to complete the CON phase. The attachment shows the details of the projects and the delays that have resulted in these time extension requests.

Current SHOPP Guidelines stipulate that the agency implementing a project request a time extension if the project will not be completed within 36 months after award. The Commission may approve waivers to the timely use of funds deadline, one-time only, for up to 20 months.

Attachment

*"Provide a safe and reliable transportation network that
serves all people and respects the environment."*

**Time Extension/Waiver – Project Completion for
State Highway Operation and Protection Program**

Project Number: 1
County: Merced
District: 10
PPNO: 3215
EA: 1C790
Route: 5
Allocation Amount: \$28,752,000
Phase: CON/CON Support
Allocation Date: 05/12/2021
Allocation Resolution: FP-20-69
Award Date: 12/17/2021
Number of Months Requested: 8 Months
Extended Deadline: 12/31/2025
Department Recommendation: Support

SHOPP Safety Roadside Rest Area Rehabilitation

The Department requests an 8-month time extension to complete the Construction (CON) phase for the SHOPP Safety Roadside Rest Area (SRRA) Rehabilitation project. At the time of allocation, the project received an additional four months for project completion, which put their deadline on April 30, 2025. The Department has experienced unexpected delays in completing construction.

This project is located on State Route (SR) 5 near Los Banos and Firebaugh at the John “Chuck” Erreca SRRA. The project proposes to rehabilitate northbound and southbound SRRA facilities. There is a concurrent request for supplemental funds on this month’s Commission agenda.

The project began construction in April 2022 with three construction seasons planned. During construction, the contract plans were found to need additional grading detail for the sites and the planned grading was adjusted based on the field conditions. As a result, this grading change resulted in over-excavation at the southbound rest area and transporting the excavated soils to the northbound rest area resulting in a prolonged construction schedule. The construction was further delayed due to the discovery of surface distresses developed in the concrete flatwork in June 2024. The distresses were attributed to the use of the soil type rather than the construction defects. Due to the distresses, Americans With Disabilities Act (ADA) non-compliance and trip hazards were identified, and need to be repaired before the facility opens to the public. Further, additional time was required to address comments from the State Water Board’s review of the new surface water treatment system. Security fencing for sewage lift stations and 195 guard posts were added later in construction, which were not included in the original plans. As part of the rehab project, decorative panels were installed on the facility. Once installed, it became apparent that the panels’ sharp edges posed a safety concern. Additional steps are required to

encase them to prevent injury to the public. With the project in a winter suspension until March 2025 and additional 100 working days needed for the flatwork and safety items, the Department anticipates completing the project and reaching Construction Contract Acceptance (CCA) by December 2025.

Therefore, the Department is requesting an 8-month time extension to allow sufficient time to complete construction from April 30, 2025 to December 31, 2025.

Project Number: 2
County: Los Angeles
District: 07
PPNO: 4985
EA: 32680
Route: 210
Allocation Amount: \$23,511,000
Phase: CON/CON Support
Allocation Date: 03/25/2021
Allocation Resolution: FP-20-65
Award Date: 12/23/2021
Number of Months Requested: 16 Months
Extended Deadline: 04/30/2026
Department Recommendation: Support

SHOPP ADA Curb Ramps project

The Department requests a 16-month time extension to complete the CON phase for the SHOPP ADA Curb Ramps project. At the time of allocation advancement, the project received an additional six months for contract award, which put their deadline on March 31, 2022. The Department has experienced unexpected delays in completing construction.

This project is located on SR 210 in various cities, from west of Sunland Boulevard to Base Line Road. The project proposes to reconstruct curb ramps to meet ADA standards, install Accessible Pedestrian Signals, and relocate pull boxes and traffic signal poles. This is a Design-Build (DB) project.

The project was awarded in December 2021 and was proposed to be completed within 900 working days (WDs), equating to 4-5 construction seasons. The construction allocation should have included language to extend the project completion deadline in alignment with the construction seasons. However, this is one of the initial projects being delivered through this DB method. During project progress checks, it was determined that an additional 16 months would be required to complete the project. This includes the initial WDs, and allowances for weather and claim delays. The Department anticipates completing the project and reaching CCA by April 2026.

Therefore, the Department is requesting a 16-month time extension to allow sufficient time to complete construction from December 30, 2024 to April 30, 2026.

MEMORANDUM

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 5-6, 2024

From: STEVEN KECK, Chief Financial Officer

Reference Number: 2.8d.(1), Action Item

Prepared By: James R. Anderson, Chief
Division of Financial Programming

Subject: **REQUEST TO EXTEND THE PERIOD OF PROJECT DEVELOPMENT
EXPENDITURE FOR STATE HIGHWAY OPERATION AND PROTECTION
PROGRAM PROJECTS, ON THE STATE HIGHWAY SYSTEM, PER SHOPP
GUIDELINES
WAIVER 24-177**

ISSUE:

Should the California Transportation Commission (Commission) extend the period of project development expenditure for six State Highway Operation and Protection Program (SHOPP) projects, for the time periods as identified in the attachment?

RECOMMENDATION:

The California Department of Transportation (Department) recommends that the Commission extend the period of project development expenditure for six SHOPP projects, for the time periods as identified in the attachment.

BACKGROUND:

In December 2021 and January 2022, the Commission allocated \$13,787,000 in project development support for six SHOPP project phases listed in the attachment. In accordance with SHOPP Guidelines (Guidelines), the deadline to complete the Plans, Specifications, and Estimate (PS&E) phase for projects allocated in December 2021 and January 2022 is December 31, 2024 and January 31, 2025, respectively.

Current Guidelines stipulate that the implementing agency request an expenditure time extension if the project phase will not be completed within 36 months of allocation for the PS&E phase. The Commission may approve waivers to the timely use of funds deadline, one-time only, for up to 20 months.

Attachment

*"Provide a safe and reliable transportation network that
serves all people and respects the environment."*

**Time Extension/Waiver – Project Development Expenditure for
State Highway Operation and Protection Program**

Project Number: 1
Applicant: Department of Transportation
County: Alameda
District: 04
PPNO: 0481M
EA: 0J550
Route: 84
Allocation Amount: \$4,200,000
Remaining Balance: \$138,177
Phase: Plans, Specifications, and Estimate
Allocation Date: 01/27/2022
Allocation Resolution: FP-21-50
Number of Months Requested: 15 Months
Extended Deadline: 04/30/2026
Department Recommendation: Support

SHOPP Bridge Scour project

The Department requests a 15-month time extension for the period of project development expenditure for the Plans, Specifications, and Estimate (PS&E) phase of the SHOPP Bridge Scour project. The Department experienced unexpected delays in completing this project's preconstruction phase.

This project is located on State Route (SR) 84 near Sunol, at Arroyo De La Laguna Bridge No.33-0043. The project proposes to replace a bridge and realign the roadway.

Completion of the PS&E phase has been delayed due to acquisition of four parcels, including one in-fee parcel from the property owner, and Right of Way (RW) from the San Francisco Public Utilities Commission (SFPUC), required for utility relocations and staging area for construction. The RW acquisition has been delayed due to multiple changes in Temporary Construction Easement (TCE) mapping, resulting from staging area relocations and changes to the project plans. The project is required to have the final TCE mapping approved from SFPUC legal counsel and their board. In addition, the 401 permit from the Regional Water Quality Control Board is delayed due to time required for securing an off-site tree mitigation location. The Department is working on this issue and anticipates resolution by April 2025. Due to these anticipated delays in RW acquisition and securing environmental permits, it was determined in April 2024 that the Ready to List (RTL) date will be delayed from June 2024 to June 2025. Therefore, a 14-month allocation time extension to October 2025, was approved at the August 2024 Commission meeting for the Construction (CON) phase. With these environmental, utilities and local community constraints, the project advertisement and award process is taking longer than normal and as a result, the PS&E phase has been delayed.

Therefore, the Department is requesting a 15-month project development expenditure time extension to allow enough time to reach RTL and award the project from January 31, 2025 to April 30, 2026.

Project Number: 2
Applicant: Department of Transportation
County: Napa
District: 04
PPNO: 1464K
EA: 4J990
Route: 29
Allocation Amount: \$1,521,000
Remaining Balance: \$118,889
Phase: Plans, Specifications, and Estimate
Allocation Date: 12/09/2021
Allocation Resolution: FP-21-40
Number of Months Requested: 8 Months
Extended Deadline: 08/31/2025
Department Recommendation: Support

SHOPP Storm Water Mitigation project

The Department requests an 8-month time extension for the period of project development expenditure for the PS&E phase of the SHOPP Storm Water Mitigation project. The Department experienced unexpected delays in completing this project's preconstruction phase.

This project is located on SR 29 near Calistoga, south of Bothe-Napa Valley State Park entrance at Ritchie Creek Bridge No. 21-0057. The project proposes to replace the bridge to improve fish passage barriers at the site for compliance unit credits towards statewide National Pollutant Discharge Elimination System permit mandate goals.

In March 2024, the California Department of Fish and Wildlife added new requirements for the fish passage remediation. As a result, the design was changed multiple times to incorporate the new requirements. Consequently, the original plan to complete the design was pushed out to October 2024. In addition, utility coordination to relocate three Pacific Gas and Electric conflicting overhead poles, existing 6-inch gas pipeline, comcast cable and American Telephone and Telegraph overhead facilities delayed the RW certification and moved RTL to November 2024. As a result, the PS&E phase completion was further delayed. The Department anticipates awarding the project in April 2025 and the PS&E phase will need to continue through the award.

Therefore, the Department is requesting an 8-month project development expenditure time extension to allow enough time to reach RTL and award the project from December 31, 2024 to August 31, 2025.

Project Number: 3
Applicant: Department of Transportation
County: Kern
District: 06
PPNO: 6982
EA: 0X770
Route: 43
Allocation Amount: \$1,400,000
Remaining Balance: \$541,149
Phase: Plans, Specifications, and Estimate
Allocation Date: 12/09/2021
Allocation Resolution: FP-21-40
Number of Months Requested: 8 Months
Extended Deadline: 08/31/2025
Department Recommendation: Support

SHOPP Safety Improvements project

The Department requests an 8-month time extension for the period of project development expenditure for the PS&E phase of the SHOPP Safety Improvements project. The Department experienced unexpected delays in completing this project's preconstruction phase.

This project is in Wasco on SR 43, from Route 46 to south of Gromer Avenue. The project proposes Wasco SR43/46 Intersection Improvements by constructing a roundabout.

Completion of the PS&E phase has been delayed due to the time needed to complete the eminent domain process (EDP). The last remaining Resolution of Necessity (RON) for this project is being concurrently requested on this month's Commission agenda. The Department made prior efforts to negotiate with this property owner, including time taken for conducting an independent appraisal. A notice of intent to adopt the RON before the June 2024 Commission meeting was sent to the property owner. However, the property owner's attorney requested an appearance before the Commission to challenge the RON adoption. As part of the EDP, a condemnation panel review meeting was scheduled in September 2024, based on the property owner's availability. However, the property owner formally withdrew their objection to the Commission RON consideration in October 2024.

In August 2024, the project received a 9-month allocation time extension for CON and CON Support, until March 2025. Following the approval of the RON at the December 2024 Commission meeting, the Department anticipates advertising the project followed by the bid opening, award and contract approval and the PS&E phase will need to continue through the award.

Therefore, the Department is requesting an 8-month project development expenditure time extension to allow enough time to reach RTL and award the project from December 31, 2024 to August 31, 2025.

Project Number: 4
Applicant: Department of Transportation
County: Los Angeles
District: 07
PPNO: 5408
EA: 35040
Route: 1
Allocation Amount: \$2,366,000
Remaining Balance: \$40,070
Phase: Plans, Specifications, and Estimate
Allocation Date: 12/09/2021
Allocation Resolution: FP-21-40
Number of Months Requested: 2 Months
Extended Deadline: 02/28/2025
Department Recommendation: Support

SHOPP Transportation Management Systems project

The Department requests a 2-month time extension for the period of project development expenditure for the PS&E phase of the SHOPP Transportation Management Systems project. The Department experienced unexpected delays in completing this project's preconstruction phase.

This project is in Los Angeles County, on various routes at various locations. The project proposes to upgrade the existing fiber communication system and rehabilitate Transportation Management System elements including video cameras, ramp meters, and changeable message signs.

The project achieved RTL in June 2024, followed by CON allocation at the August 2024 Commission meeting. The project was advertised on October 21, 2024 and bid opening is planned for November 21, 2024. Additional time is needed to complete the PS&E phase activities, including addressing bidder inquiries, bids analysis, contract award and contract approval. The Department anticipates awarding the project in February 2025 and the PS&E phase will need to continue through the award.

Therefore, the Department is requesting a 2-month project development expenditure time extension to allow enough time to award the project from December 31, 2024 to February 28, 2025.

Project Number: 5
Applicant: Department of Transportation
County: Los Angeles
District: 07
PPNO: 5573
EA: 36490
Route: 138
Allocation Amount: \$2,600,000
Remaining Balance: \$143,255
Phase: Plans, Specifications, and Estimate
Allocation Date: 12/09/2021
Allocation Resolution: FP-21-40
Number of Months Requested: 18 Months
Extended Deadline: 06/30/2026
Department Recommendation: Support

SHOPP Safety Improvements project

The Department requests an 18-month time extension for the period of project development expenditure for the PS&E phase of the SHOPP Safety Improvements project. The Department experienced unexpected delays in completing this project's preconstruction phase.

This project is located on SR 138, near Lancaster, at the intersection with 60th Street West. The project proposes to construct a roundabout.

Completion of the PS&E phase has been delayed due to an ongoing dispute with Southern California Edison (SCE). The project requires power poles relocation and SCE is disputing the Department's position. SCE claims to have prescriptive rights and requests replacement easements. The Department has coerced their claim by filing a lawsuit against SCE in July 2024. The project reached RTL in July 2024 and once the dispute with SCE is resolved, the Department anticipates requesting CON allocation, advertising, and awarding the project by June 2026.

In August 2024, the project received a 19-month allocation time extension for CON and CON Support, until January 2026. The Department's RW team continues to work with SCE on a possible resolution outside the court process. The Department is confident that the dispute with SCE will be resolved in time to request CON allocation by January 2026. The PS&E phase will need to continue through the award.

Therefore, the Department is requesting an 18-month project development expenditure time extension to allow enough time to award the project from December 31, 2024 to June 30, 2026.

Project Number: 6
Applicant: Department of Transportation
County: Calaveras
District: 10
PPNO: 3429
EA: 1H700
Route: 49
Allocation Amount: \$1,700,000
Remaining Balance: \$806,868
Phase: Plans, Specifications, and Estimate
Allocation Date: 12/09/2021
Allocation Resolution: FP-21-40
Number of Months Requested: 2 Months
Extended Deadline: 02/28/2025
Department Recommendation: Support

SHOPP ADA Curb Ramps project

The Department requests a 2-month time extension for the period of project development expenditure for the PS&E phase of the SHOPP ADA Curb Ramps project. The Department experienced unexpected delays in completing this project's preconstruction phase.

This project is in Angels Camp, on Main Street from north of Brunner Hill Road to Pine Street. The project proposes to upgrade facilities to Americans with Disabilities Act (ADA) standards, construct new sidewalk and class II bike lanes as complete streets elements.

Completion of the PS&E phase has been delayed due to acquisition of one parcel from the Brett Hart High School. The project's CON and CON Support phases were allocated in October 2024. The project is planned to be advertised in November 2024 followed by the award and contract approval in December 2024 and January 2025 respectively. Additional time is needed to complete the PS&E phase activities, including processing the award. The Department anticipates awarding the project in February 2025 and the PS&E phase will need to continue through the award.

Therefore, the Department is requesting a 2-month project development expenditure time extension to allow enough time to reach RTL and award the project from December 31, 2024 to February 28, 2025.

MEMORANDUM

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 5-6, 2024

From: STEVEN KECK, Chief Financial Officer

Reference Number: 2.8b.(2), Action Item

Prepared By: James R. Anderson, Chief
Division of Financial Programming

Subject: **REQUEST TO EXTEND THE PERIOD OF CONTRACT AWARD FOR
A STATE-ADMINISTERED STATE TRANSPORTATION IMPROVEMENT
PROGRAM PROJECT, ON THE STATE HIGHWAY SYSTEM, PER STIP
GUIDELINES
WAIVER 24-178**

ISSUE:

Should the California Transportation Commission (Commission) extend the period of contract award for the State-Administered State Transportation Improvement Program (STIP) Cholame Mitigation Project (Child) (PPNO 0226X), in San Luis Obispo County, for the time period as identified in the attachment?

RECOMMENDATION:

The California Department of Transportation (Department) recommends that the Commission extend the period of contract award for the State-Administered STIP Cholame Mitigation Project (Child) (PPNO 0226X), in San Luis Obispo County, for the time period as identified in the attachment.

BACKGROUND:

In June 2024, the Commission allocated \$747,000 to the Construction phase of the State-Administered STIP Cholame Mitigation Project (Child) (PPNO 0226X). In accordance with STIP Guidelines (Guidelines), the deadline to award contracts for projects allocated in June 2024 is December 31, 2024. The Department is requesting a time extension for the period of contract award. The attachment shows the details of the project and the delays that have resulted in this time extension request.

Current Guidelines stipulate that the agency implementing a project request a time extension if the project is not awarded within six months of allocation. The Commission may approve waivers to the Timely Use of Funds deadline, one-time only, for up to 20 months.

Attachment

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**Time Extension/Waiver – Contract Award
State Transportation Improvement Program**

Project Number: 1
Applicant: Department of Transportation
County: San Luis Obispo
District: 05
PPNO: 0226X
EA: 3307X
Route: 46
Allocation Amount: \$747,000
Phase: Construction
Allocation Date: 06/28/2024
Allocation Resolution: FP-23-110
Number of Months Requested: 5 Months
Extended Deadline: 05/31/2025
Department Recommendation: Support

Cholame Mitigation Project (Child)

The Department requests a 5-month time extension for the period of contract award for the Construction (CON) phase of the Cholame Mitigation Project (Child). The Department has experienced delays in awarding the project.

This project is located on State Route 46, near the City of Shandon from west of Shandon Roadside Safety Area to east of Bitterwater road. The project will perform highway planting.

This project is a landscape mitigation project for the parent bridge replacement project (EA 3307A/PPNO 0226X). During the development stage of the parent project, the contractor's schedule indicated the bridge removal would occur in spring 2024 with contract acceptance in summer 2025. However, weather delays for the rainy seasons in 2022-23 and 2023-24 and changes to the contractor's operation delayed the removal of the bridge until fall 2024 with the project completion anticipated in winter 2025. For this area, rain events are less consistent and allow for some construction activities to take place during the winter. However, the project site experience recurrent rain events that prolonged the anticipated weather delays built into the schedule and resulted in delivery changes. To keep the project as close to the original schedule, the contractor made changes to their operations which included using the existing Cholame Creek bridge as a haul road for earthwork and paving operations. This also delayed the removal of the bridge to the Fall of 2024.

Due to the low project cost it was required to advertise the project using the Procurement and Contracts (DPAC) process. A DPAC delivery is less predictable so starting the process early was required to have the project enter construction in November 2024. At this time, the parent project was still scheduled to be completed as planned. As the work on the parent project continued through summer, it was apparent the contractor was not going to complete the project by November 2024. The Department delayed the advertisement of the child contract to avoid two contractors working within the same construction zone, which could result in conflicting traffic control and priorities and could result in claims and delays to both projects.

Since the schedule for this landscape mitigation project is dictated by permit requirements for tree removal mitigation, and the completion of the parent project, advertisement for this project was further delayed from September 2024, to February 2025. The Department anticipates completion of the parent project by January 2025 and awarding this project by March 31, 2025.

Therefore, the Department is requesting a 5-month time extension for the period of contract award for the CON phase from December 31, 2024 to May 31, 2025.

MEMORANDUM

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 5-6, 2024

From: STEVEN KECK, Chief Financial Officer

Reference Number: 2.8b.(3), Action Item

Prepared By: James R. Anderson, Chief
Division of Financial Programming

Subject: **REQUEST TO EXTEND THE PERIOD OF CONTRACT AWARD FOR
LOCALLY-ADMINISTERED STATE TRANSPORTATION IMPROVEMENT
PROGRAM PROJECTS, ON THE STATE HIGHWAY SYSTEM, PER STIP
GUIDELINES
WAIVER 24-179**

ISSUE:

Should the California Transportation Commission (Commission) extend the period of contract award for two locally-administered State Transportation Improvement Program (STIP) projects, for the time periods as identified in the attachment?

RECOMMENDATION:

The California Department of Transportation (Department) recommends that the Commission extend the period of contract award for two locally-administered STIP projects, for the time periods as identified in the attachment.

BACKGROUND:

In June and August 2024, the Commission allocated \$22,049,000 for two locally-administered STIP project identified in the attachment. In accordance with STIP Guidelines (Guidelines), the deadline to award contracts for projects allocated in June and August 2024 is December 31, 2024 and February 28, 2025, respectively. The Santa Clara Valley Transportation Authority (VTA) is requesting a time extension for the period of contract award. The attachment shows the details of the projects and the delays that have resulted in this time extension request.

Current Guidelines stipulate that the agency implementing a project request a time extension if the project is not awarded within six months of allocation. The Commission may approve waivers to the Timely Use of Funds deadline, one-time only, for up to 20 months.

Attachment

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**Time Extension/Waiver – Contract Award
State Transportation Improvement Program**

Project Number: 1
Applicant: Santa Clara Valley Transportation Authority
County: Santa Clara
District: 04
PPNO: 2015F
EA: 1K552
Route: 85
Allocation Amount: \$10,310,000
Phase: Construction
Allocation Date: 08/16/2024
Allocation Resolution: FP-24-11
Number of Months Requested: 4 Months
Extended Deadline: 06/30/2025
Department Recommendation: Support

Silicon Valley Express Lanes Program - Phase 4 – Civil project

The Santa Clara Valley Transportation Authority (VTA) requests a 4-month time extension for the period of contract award for the Construction (CON) phase of the Silicon Valley Express Lanes Program – Phase 4 – Civil project. The Santa Clara VTA has experienced delays in awarding the project.

This project is located on State Route (SR) 85 and United States Highway 101 (US 101) in San Jose. The phase 4 project will convert existing carpool lanes to express lanes from US 101 south to SR 87, including the existing US 101/SR 85 High Occupancy Vehicle (HOV) to HOV direct connector ramps and the approaches to and from US 101. This project is related to PPNO 2015G, under this same item.

The project had a target award date of December 2024. The revised target award date has been re-scheduled to June 2025 after the project received a financial contribution from the State Highway Operation and Protection Program (SHOPP) Carbon Reduction Plan. These funds require an adjustment to the Federal Transportation Improvement Program (FTIP) and an Authorization request (E-76) to be processed. However, this project has no funding in the 2025 Transportation Improvement Program (TIP) period and adding funds to 2025 TIP requires an amendment. This amendment cannot be processed until the Metropolitan Transportation Commission receives federal approval of the 2025 TIP. The first 2025 TIP amendment is anticipated to be approved in February 2025.

Based on the initial E-76, the Federal Highway Administration conditionally authorized advance construction on this project for the construction phase pending amendment of the FTIP and obtaining the initial financial plan approval. As a result, the construction bid package may be advertised but not awarded. This condition will only be lifted when the E-76 submitted includes the approved FTIP and the signed initial plan. The additional time requested will provide contingency to the FTIP amendment, address risks of potential bid protests after bid opening and provide security of additional funds in the case of high bids.

Therefore, Santa Clara VTA is requesting a 4-month time extension for the period of contract award for the CON phase from February 28, 2025 to June 30, 2025.

Project Number: 2
Applicant: Santa Clara Valley Transportation Authority
County: Santa Clara
District: 04
PPNO: 2015G
EA: 1K552
Route: 85
Allocation Amount: \$11,739,000
Phase: Construction
Allocation Date: 06/28/2024
Allocation Resolution: FP-23-116
Number of Months Requested: 6 Months
Extended Deadline: 06/30/2025
Department Recommendation: Support

Silicon Valley Express Lanes Program - Phase 4 ETS project

The Santa Clara Valley Transportation Authority (VTA) requests a 6-month time extension for the period of contract award for the CON phase of the Silicon Valley Express Lanes Program – Phase 4 ETS project. The Santa Clara VTA, has experienced delays in awarding the project.

The project is located on SR 85 and US 101 in San Jose from US 101/SR 85 HOV to HOV direct connector ramps and the approaches to and from US 101. The project will develop and install the express lanes Electronic Toll System. This project is related to PPNO 2015F, under this same item.

The project had a target award date of December 2024. The revised target award date has been re-scheduled to June 2025 after the project received a financial contribution from the SHOPP Carbon Reduction Plan. These funds require an adjustment to the FTIP and an Authorization request (E-76) to be processed. However, this project has no funding in the 2025 TIP period and adding funds to 2025 TIP requires an amendment. This amendment cannot be processed until the Metropolitan Transportation Commission receives federal approval of the 2025 TIP. The first 2025 TIP amendment is anticipated to be approved in February 2025.

Based on the initial E-76, the Federal Highway Administration conditionally authorized advance construction on this project for the construction phase pending amendment of the FTIP and obtaining the initial financial plan approval. As a result, the construction bid package may be advertised but not awarded. This condition will only be lifted when the E-76 submitted includes the approved FTIP and the signed initial plan. The additional time requested will provide contingency to the FTIP amendment, address risks of potential bid protests after bid opening and provide security of additional funds in the case of high bids.

Therefore, Santa Clara VTA is requesting a 6-month time extension for the period of contract award for the CON phase from December 31, 2024 to June 30, 2025.

MEMORANDUM

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 5-6, 2024

From: STEVEN KECK, Chief Financial Officer

Reference Number: 2.8b.(5), Action Item

Prepared By: James R. Anderson, Chief
Division of Financial Programming

Subject: **REQUEST TO EXTEND THE PERIOD OF CONTRACT AWARD FOR
LOCALLY-ADMINISTERED SENATE BILL 1 LOCAL PARTNERSHIP PROGRAM
(COMPETITIVE) PROJECTS, ON THE STATE HIGHWAY SYSTEM, PER LPP
GUIDELINES
WAIVER 24-181**

ISSUE:

Should the California Transportation Commission (Commission) extend the period of contract award for two locally-administered Senate Bill 1 (SB 1) Local Partnership Program (LPP) (Competitive) projects, for the time period as identified in the attachment?

RECOMMENDATION:

The California Department of Transportation (Department) recommends that the Commission extend the period of contract award for two locally-administered SB 1 LPP (Competitive) projects, for the time period as identified in the attachment.

BACKGROUND:

In June 2024, the Commission allocated \$8,375,000 to the Construction phase of two locally-administered SB 1 LPP (Competitive) projects. In accordance with SB 1 LPP (Competitive) Guidelines (Guidelines), the deadline to award contracts for projects allocated in June 2024 is December 31, 2024. El Dorado County (County) is requesting a time extension for the period of contract award. The attachment shows the details of the projects and the delays that have resulted in these time extension requests.

Current Guidelines stipulate that the agency implementing a project request a time extension if the project is not awarded within six months of allocation. The Commission may approve waivers to the Timely Use of Funds deadline, one-time only, for up to 12 months.

Attachment

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**Time Extension/Waiver – Contract Award for
Local Partnership Program (Competitive)**

Project Number: 1
Applicant: El Dorado County
County: El Dorado
District: 03
PPNO: 3155
EA: 0E961
Route: 49
Allocation Amount: \$5,320,000
Phase: Construction
Allocation Date: 06/28/2024
Allocation Resolution: LPP-A-2324-44
Number of Months Requested: 6 Months
Extended Deadline: 06/30/2025
Department Recommendation: Support

Diamond Springs Parkway Phase 1B project

The County of El Dorado (County) requests a 6-month time extension for the period of contract award for the Construction (CON) phase of the Diamond Springs Parkway Phase 1B project. The County has experienced delays in awarding the project.

This project is located on State Route (SR) 49 in the community of Diamond Springs. The project will construct a 4-lane arterial roadway between Missouri Flat Road and SR 49. The project will also widen and realign approximately 1,875 feet along Missouri Flat Road and realign approximately 500 feet along Bradley Drive. In addition, the project will construct three signalized intersections, drainage improvements, curb and gutter, sidewalk, paved area parking, and realign Old Depot Road.

The project received the CON allocation in June 2024 and was scheduled to be advertised in October 2024. This would allow the County time to perform final quality control (QC) review of the contract documents, and align the project advertisement in the fall when more competitive bids are realized.

The County was delayed in advertising the project due to lack of available mitigation banks. Compensatory mitigation for loss of aquatic habitat is required by California Department of Fish and Wildlife (CDFW) and the United States Army Corps of Engineers (USACE) for the impacts of this project. The County typically elects to utilize established conservation banks to meet these mitigation requirements. Unfortunately, there is currently a shortage of remaining bank credits available within the designated mitigation watershed areas specific to this project. Several banks are in the process of acquiring final agency approvals for use, however a permit using a new bank cannot be issued until that bank is fully established and approved. Each regulatory agency has a different list of approved conservation banks so, in this case, finding available off-site mitigation that is agreeable to both agencies will take longer than anticipated. This hurdle became apparent shortly after allocation of funds. The County had anticipated the Streambed Alteration Agreement from the CDFW and the Water Quality

Certification from the Central Valley Water Regional Water Quality Control Board to be issued prior to advertising the project. However, the Streambed Alteration Agreement and USACE 404 Permit Concurrence are still pending. Currently, the County is evaluating mitigation bank eligibility options with CDFW and the USACE. The County is working with both agencies to finalize the conditions and mitigation required for this project's impacts. Additional time is needed to incorporate these conditions into the plans and specifications once the permits are issued. The County anticipates the permits by December 2024 and opening bids and awarding the project by April 2025. To allow for unforeseen issues that may arise, the County is requesting an extension through June 2025.

Therefore, the County is requesting a 6-month time extension for the period of contract award for the CON phase from December 31, 2024 to June 30, 2025.

Project Number: 2
Applicant: El Dorado County
County: El Dorado
District: 03
PPNO: 3355
EA: 2H610
Route: 50
Allocation Amount: \$3,055,000
Phase: Construction
Allocation Date: 06/28/2024
Allocation Resolution: LPP-A-2324-46
Number of Months Requested: 6 Months
Extended Deadline: 06/30/2025
Department Recommendation: Support

Pioneer Trail / U.S. 50 Intersection Safety Improvement Project

The County of El Dorado (County) requests a 6-month time extension for the period of contract award for the CON phase of the Pioneer Trail / U.S. 50 Intersection Safety Improvement Project. The County has experienced delays in awarding the project.

This project is located on United States Highway 50 (US 50) in the unincorporated community of Meyers, near the City of South Lake Tahoe. The project will convert an existing signalized intersection at the US 50/SR 89 Pioneer Trail intersection into a three-leg modern roundabout.

The project received the CON allocation in June 2024 and was scheduled to be advertised in October 2024 to allow time for the County's final QC review of the contract documents and to attract more competitive bids in the fall. However, the advertisement date was then revised to November 2024 due to the need to update the plans and specifications to incorporate additional stormwater treatment within the Department's right of way. The Department's design oversight received late comments related to stormwater, highlighting the need to ensure that drainage treatment remains within the State's right of way in compliance with the State and Federal requirement. While finalizing the Storm Water Data Report (SWDR) in response to these late comments, which included changes to ensure stormwater discharge treated within the State right of way, the Department moved forward with the allocation funds request in June 2024 to avoid further project delays. The SWDR has since been completed and the County is incorporating the changes into the Plans, Specifications, and Estimate package. The additional time is needed to incorporate these changes into the plans and specifications prior to receiving an encroachment permit. The County anticipates opening bids in January 2025 and potentially awarding the contract by February 2025. However, the additional time is needed to account for any bidder protest, re-advertisement or other complications that may arise. The County does not anticipate any additional delays or changes to the final construction contract acceptance date of January 2026.

Therefore, the County is requesting a 6-month time extension for the period of contract award for the CON phase from December 31, 2024 to June 30, 2025.

MEMORANDUM

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 5-6, 2024

From: STEVEN KECK, Chief Financial Officer

Reference Number: 2.8b.(6), Action Item

Prepared By: Dee Lam, Chief
Division of Local Assistance

Subject: **REQUEST TO EXTEND THE PERIOD OF CONTRACT AWARD FOR
LOCALLY-ADMINISTERED SENATE BILL 1 LOCAL PARTNERSHIP PROGRAM
(FORMULAIC) PROJECTS, OFF THE STATE HIGHWAY SYSTEM, PER LPP
GUIDELINES
WAIVER 24-182**

ISSUE:

Should the California Transportation Commission (Commission) extend the period of contract award for three locally-administered Senate Bill 1 (SB 1) Local Partnership Program (LPP) (Formulaic) projects, for the time periods as identified in the attachment?

RECOMMENDATION:

The California Department of Transportation recommends that the Commission extend the period of contract award for three locally-administered SB 1 LPP (Formulaic) projects, for the time periods as identified in the attachment.

BACKGROUND:

In June 2024, the Commission allocated \$2,005,000 for three locally-administered SB 1 LPP (Formulaic) projects identified in the attachment. The responsible agencies are unable to award the contract within six months of allocation, per LPP Guidelines (Guidelines). The attachment describes the details of the projects and the explanation for the delays. The respective agencies request an extension, and the planning agencies concur.

Current Guidelines adopted by the Commission, stipulate that the agencies implementing a project request a time extension if the project will not be awarded within six months of allocation. The Commission may approve a waiver to the timely use of funds deadline, one-time only, for up to 12 months.

Attachment

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**Time Extension/Waiver – Contract Award
Local Partnership Program (Formulaic)**

Project Number: 1
Applicant: City of Orinda
County: Contra Costa
District: 4
PPNO: 2091C
Allocation Amount: \$1,200,000
Phase: Construction
Allocation Date: 06/28/2024
Allocation Resolution: LPP-A-2324-45
Number of Months Requested: 6 Months
Extended Deadline: 06/30/2025
Department Recommendation: Support

Orinda 2024 Annual Pavement Rehabilitation Project No. 4178

The City of Orinda (City) requests a 6-month time extension for the period of contract award for the Construction (CON) phase of the Orinda 2024 Annual Pavement Rehabilitation Project No. 4178. The City experiences unforeseen delays during the award process.

The project proposes to improve the Pavement Condition Index, a numerical rating that measures the condition of a road's pavement. This rehabilitation includes base repair, crack sealing, applying mill and overlay, and micro-surfacing treatments.

The project was advertised as scheduled, and bids were open in July 2024. However, the bids received were much higher than the Engineer's Estimate, primarily due to the current market conditions and increased material costs. As a result, the lowest qualified bidder was fifty percent over the estimated construction costs. The City rejected all bids and is currently revising the project design and plans, which will be re-bid in February 2025. The revision of plans and repackage will require two months. The City will schedule one month for the advertising period and estimates two months for the bid analysis and City Council Award of contract, and one month for any unforeseen delays to award the project.

Therefore, the City is requesting a 6-month time extension for the period of contract award for the CON phase from December 31, 2024 to June 30, 2025.

Project Number: 2
Applicant: City of Madera
County: Madera
District: 6
PPNO: 8056
Allocation Amount: \$334,000
Phase: Construction
Allocation Date: 06/28/2024
Allocation Resolution: LPP-A-2324-43
Number of Months Requested: 12 Months
Extended Deadline: 12/31/2025
Department Recommendation: Support

City Streets 3R & ADA Project

The City of Madera (City) requests a 12-month time extension for the period of contract award for the CON phase of the City Streets 3R & ADA Project. The City experienced unforeseen delays in awarding the contract.

The project proposes to recondition varying pavement repairs, use restoration and rehabilitation strategies, upgrade Americans with Disabilities Act (ADA) access ramps, stripe, and pavement markings, and replace spot curbs and gutters for improved drainage.

The project experienced delays due to planned utility underground work in conflict with one of the street segments. A localized declaration of emergency was declared due to two sewer trunk main collapses leading to the City's Waste Water Treatment Plant (WWTP) that occurred in June 2024, and the resulting from the Citywide update on pavement conditions and recommended treatments. The planned utility underground project to replace approximately 1550 linear feet of a 12-inch diameter sewer pipeline must occur before the start of this project. The planned utility underground project will go into construction in early 2025. In June 2024, the City had two sewer collapses in the only trunk main to the WWTP serving the entire City, which necessitated a shift in focus and resources from other projects to address the collapses and the permanent repairs to the sewer main, thereby causing further delays. Furthermore, at the beginning of 2024, the City awarded a project to Nichols Consulting Engineers (NCE) to survey the condition of the entire network and update the Pavement Management System. NCE provided the City with an updated draft report of the pavement conditions in September 2024, as the City was awaiting these results to ensure staff optimized the correct and effective treatment for the project street selection. The City has not been able to advertise the project yet, and therefore needs additional time to finalize contract documents, advertise, and award the contract.

Therefore, the City is requesting a 12-month time extension for the period of contract award for the CON phase from December 31, 2024 to December 31, 2025.

Project Number: 3
Applicant: City of Calexico
County: Imperial
District: 11
PPNO: 1511
Allocation Amount: \$471,000
Phase: Construction
Allocation Date: 06/28/2024
Allocation Resolution: LPP-A-2324-43
Number of Months Requested: 6 Months
Extended Deadline: 06/30/2025
Department Recommendation: Support

Roadway Rehabilitation along Scaroni Road project

The City of Calexico (City) requests a 6-month time extension for the period of contract award for the CON phase of the Roadway Rehabilitation along Scaroni Road project. The City experienced unforeseen delays in awarding the contract.

The project proposes to grind existing asphalt concrete pavement and install conventional asphalt concrete leveling course, asphalt-rubber aggregate membrane, gap graded asphalt-rubber hot mix, as well as install conventional asphalt concrete surface course, slurry seal, traffic striping, utility adjustments, and traffic control.

The project needs the City Council's approval in order to award the contract, but there has been a delay due to a recall election, the City Manager reorganization, and the cancellation of the City Council meetings. In April 2024, the City held a special election to recall two City Council members. In May 2024, the City Council adopted a resolution certifying the results of the successful recall election and appointed two new City Council members. However, this process caused a 2-month delay in the project's progress. Also, in June 2024, the City Council placed the City manager on administrative leave and has recently announced the City manager's departure, causing additional delays. During the City manager's administrative leave, the City underwent a reorganization of City staff. An Acting City manager has been temporarily appointed, and the City is currently recruiting for the City manager position.

The project needed the City Council's approval to award the project; however, the City Council meeting scheduled for September 18, 2024, was canceled due to a lack of quorum. On October 2, 2024, the City Council met, but only limited items were included on the agenda, as the focus was the water and sewer rate study. The meeting planned for October 16, 2024, has also been canceled as City Council members will be attending the 2024 League of Cities Conference. Due to the unforeseen challenges, the City needs additional time to proceed with the project.

Therefore, the City is requesting a 6-month time extension for the period of contract award for the CON phase from December 31, 2024 to June 30, 2025.

MEMORANDUM

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 5-6, 2024

From: STEVEN KECK, Chief Financial Officer

Reference Number: 2.8b.(11), Action Item

Prepared By: James R. Anderson, Chief
Division of Financial Programming

Subject: **REQUEST TO EXTEND THE PERIOD OF CONTRACT AWARD FOR
A LOCALLY-ADMINISTERED SENATE BILL 1 SOLUTIONS FOR CONGESTED
CORRIDORS PROGRAM PROJECT, ON THE STATE HIGHWAY SYSTEM, PER
SCCP GUIDELINES
WAIVER 24-188**

ISSUE:

Should the California Transportation Commission (Commission) extend the period of contract award for the locally-administered Senate Bill 1 (SB 1) Solutions for Congested Corridors Program (SCCP) I-105 Express Lanes - Construction Segment 1 project (PPNO 4858C), in Los Angeles County, for the time period as identified in the attachment?

RECOMMENDATION:

The California Department of Transportation (Department) recommends that the Commission extend the period of contract award for the locally-administered SB 1 SCCP I-105 Express Lanes - Construction Segment 1 project (PPNO 4858C), in Los Angeles County, for the time period as identified in the attachment.

BACKGROUND:

In May 2024, the Commission allocated \$150,000,000 to the Construction phase of the locally-administered SB 1 SCCP I-105 Express Lanes - Construction Segment 1 project. In accordance with SCCP Guidelines (Guidelines), the deadline to award contracts for projects allocated in May 2024 is November 30, 2024. The Los Angeles County Metropolitan Transportation Authority (LA Metro) is requesting a time extension for the period of contract award. The attachment shows the details of the project and the delays that have resulted in this time extension request.

Current Guidelines stipulate that the agency implementing a project request a time extension if the project is not awarded within six months of allocation. The Commission may approve waivers to the Timely Use of Funds deadline, one-time only, for up to 12 months for SCCP.

Attachment

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serves all people and respects the environment."*

**Time Extension/Waiver – Contract Award for
SB 1 Solutions for Congested Corridors Program**

Project Number: 1
Applicant: Los Angeles County Metropolitan Transportation Authority
County: Los Angeles
District: 07
PPNO: 4858C
EA: 31452
Route: 105 and 110
Allocation Amount: \$150,000,000
Phase: Construction
Allocation Date: 05/17/2024
Allocation Resolution: SCCP-A-2324-06
Number of Months Requested: 6 Months
Extended Deadline: 05/31/2025
Department Recommendation: Support

I-105 Express Lanes - Construction Segment 1 project

The Los Angeles County Metropolitan Transportation Authority (LA Metro) requests a 6-month time extension for the period of contract award for the Construction (CON) phase of the I-105 Express Lanes – Construction Segment 1 project. LA Metro has experienced delays in awarding the project.

This project is located in Los Angeles County on Interstate 105 (I-105) between Sepulveda Boulevard/Imperial Highway Intersection and Central Avenue and on I-110 between I-105 Separation and 103rd Street. The project will convert the existing High Occupancy Vehicle (HOV) lane to one Express Lane and add a second Express Lane in each direction. This will result in a total of two Tolled Express Lanes in each direction with discounts for HOV.

The project was scheduled to be awarded in November 2024, however modifications made to the design have resulted in delays which pushed the award date to May 2025. The modifications include updates in the design to avoid an adjacent landfill. In January 2024, LA Metro submitted Geotech borings permit application to the Department. In February 2024, the Department's Hazardous Waste Unit Informed LA Metro regarding the landfill issue. An old unregulated landfill was located within the project limits of I-105. Due to the late discovery of a hazardous waste landfill, LA Metro and the Department held several meetings to discuss design options at this location. The meetings resulted in design modifications to avoid impacting the landfill.

Within this existing landfill area, the contractor will encounter hazardous materials if LA Metro drills exploratory borings and excavates to construct retaining walls and widen the freeway. To avoid land acquisition, LA Metro Design Team planned to use soil nailing technique for the retaining wall. However, the Geotech Engineers commented that soil nail wall would not be feasible to be constructed in the area as the nails will extend into the hazardous materials zone. This triggered a series of design modification activities. The Construction Manager/General

Contractor (CMGC) recommended modifications to the retaining walls to provide significant construction efficiencies and reduce construction risks. These design modifications have resulted in a 6-month delay and have also delayed Metro Board's approval of the segment 1 construction contract. The segment 1 construction contract is scheduled for October 2024, but may be delayed to December 2024. The additional time requested also accounts for processing documents needed from the contractor for LA Metro to award the GMGC contract.

Therefore, the LA Metro is requesting a 6-month time extension for the period of contract award for the CON phase from November 30, 2024 to May 31, 2025.

MEMORANDUM

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 5-6, 2024

From: STEVEN KECK, Chief Financial Officer

Reference Number: 2.8b.(9), Action Item

Prepared By: James R. Anderson, Chief
Division of Financial Programming

Subject: **REQUEST TO EXTEND THE PERIOD OF CONTRACT AWARD FOR
A STATE-ADMINISTERED SENATE BILL 1 TRADE CORRIDOR ENHANCEMENT
PROGRAM PROJECT, ON THE STATE HIGHWAY SYSTEM, PER TCEP
GUIDELINES
WAIVER 24-185**

ISSUE:

Should the California Transportation Commission (Commission) extend the period of contract award for the State-Administered Senate Bill 1 (SB 1) Trade Corridor Enhancement Program (TCEP) State Route 91 Operational and Multimodal Improvements Project from SR-55 to Lakeview Avenue – TCEP (PPNO 4600A), in Orange County, for the time period as identified in the attachment?

RECOMMENDATION:

The California Department of Transportation (Department) recommends that the Commission extend the period of contract award for the State-Administered SB 1 TCEP State Route 91 Operational and Multimodal Improvements Project from SR-55 to Lakeview Avenue – TCEP (PPNO 4600A), in Orange County, for the time period as identified in the attachment.

BACKGROUND:

In June 2024, the Commission allocated \$42,566,000 to the Construction phase of the State-Administered SB 1 TCEP State Route 91 Operational and Multimodal Improvements Project from SR-55 to Lakeview Avenue – TCEP (PPNO 4600A). In accordance with TCEP Guidelines (Guidelines), the deadline to award contracts for projects allocated in June 2024 is December 31, 2024. The Department is requesting a time extension for the period of contract award. The attachment shows the details of the project and the delays that have resulted in this time extension request.

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serves all people and respects the environment.”*

Current Guidelines stipulate that the agency implementing a project request a time extension if the project is not awarded within six months of allocation. The Commission may approve waivers to the Timely Use of Funds deadline, one-time only, for up to 12 months.

Attachment

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**Time Extension/Waiver – Contract Award for
SB 1 Trade Corridor Enhancement Program**

Project Number: 1
Applicant: Department of Transportation
County: Orange
District: 12
PPNO: 4600A
EA: 0K981
Route: 91
Allocation Amount: \$42,566,000
Phase: Construction
Allocation Date: 06/28/2024
Allocation Resolution: TCEP-A-2324-25
Number of Months Requested: 6 Months
Extended Deadline: 06/30/2025
Department Recommendation: Support

**State Route 91 Operational and Multimodal Improvements Project from SR-55 to
Lakeview Avenue – TCEP**

The Department requests a 6-month time extension for the period of contract award for the Construction (CON) phase of the State Route 91 Operational and Multimodal Improvements Project from SR-55 to Lakeview Avenue – TCEP. The Department has experienced delays in awarding the project. This project has a concurrent contract award time extension request on this month's commission agenda, for State Highway Operation and Protection Program (SHOPP) project EA 12-0R314.

This project is located on State Route (SR) 91 from SR 55 to Lakeview Avenue. The project will construct a new drop ramp for dedicated access to southbound SR 55 from Lakeview Avenue Bridge. The project will separate traffic on westbound SR 91 from southbound SR 55. The project will replace the Lakeview Avenue bridge, improve the bicycle and pedestrian facility on Lakeview Avenue, and connect to the regional Santa Ana River Trail. In addition, the project will reconfigure the westbound ramps from partial cloverleaf to a diamond configuration.

In April 2022, the project was combined with the SHOPP project (EA 12-0R314) for construction. As a result, both projects need additional time to align their schedules. Since the allocation of the TCEP funds in June 2024, there has been two addenda issued, each postponing the bid opening. The first addendum postponed the initial bid opening from August 2024 to September 2024. This initial delay was intended to provide time for the project to receive allocation for the SHOPP portion at the August 2024 Commission meeting and to issue a major addendum package in response to the Department's Independent Quality Assurance (IQA) high priority comments.

The second addendum further postponed the bid opening from September 2024 to October 2024. This delay was due to receiving more than 90 bid inquiries leading to the scope of major addendum package to expand over 85 plan sheets to address the Department's IQA comments and several bid inquiries. This package was posted to bidders on October 4, 2024. As a result, the additional time was needed to allow bidders to review the addendum.

The bid opening occurred on October 16, 2024. The lowest bidder came in at 12 percent over the engineer's estimate (EE). The second lowest and third lowest bidders were at 18 percent and 20 percent over the EE, respectively. It was determined that bid item work associated with the project is wholly responsible for the overage. To award the project to the low bidder, a cooperative agreement amendment to cover the shortfall is needed. This cooperative agreement amendment cannot be executed until the Orange County Transportation Authority receives an authorization from its board, which is expected in December 2024. Once the amendment is approved, the Department will finalize the administrative process and award the project in early 2025. To allow for any unforeseen issues that may arise, the Department is requesting additional time.

Therefore, the Department is requesting a 6-month time extension for the period of contract award for the CON phase from December 31, 2024 to June 30, 2025.

MEMORANDUM

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 5-6, 2024

From: STEVEN KECK, Chief Financial Officer

Reference Number: 2.8b.(10), Action Item

Prepared By: Dee Lam, Chief
Division of Local Assistance

Subject: **REQUEST TO EXTEND THE PERIOD OF CONTRACT AWARD FOR A
LOCALLY-ADMINISTERED SENATE BILL 1 TRADE CORRIDOR
ENHANCEMENT PROGRAM RAIL PROJECT, PER TCEP GUIDELINES
WAIVER 24-186**

ISSUE:

Should the California Transportation Commission (Commission) extend the period of contract award for the locally-administered Senate Bill 1 (SB1) Trade Corridor Enhancement Program (TCEP) America's Green Port Gateway: Pier B Early Rail Enhancements Project – Locomotive Facility (PPNO 6198), in Los Angeles County, for the time period as identified in the attachment?

RECOMMENDATION:

The California Department of Transportation (Department) recommends that the Commission extend the period of contract award for the locally-administered SB1 TCEP America's Green Port Gateway: Pier B Early Rail Enhancements Project – Locomotive Facility (PPNO 6198), in Los Angeles County, for the time period as identified in the attachment.

BACKGROUND:

In May 2024, the Commission allocated \$33,106,000 to the Construction phase of the locally-administered SB1 TCEP America's Green Port Gateway: Pier B Early Rail Enhancements Project – Locomotive Facility (PPNO 6198). In accordance with SB 1 TCEP Guidelines (Guidelines), the deadline to award projects allocated in May 2024, is November 30, 2024. The City of Long Beach is requesting a time extension for the period of contract award. The attachment shows the details of the project and the delays that have resulted in this time extension request.

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serves all people and respects the environment."*

Current Guidelines stipulate that the agency implementing a project request a time extension if the project is not awarded within six months of allocation. The Commission may approve waivers to the timely use of funds deadline, one-time only, for up to 12 months.

Attachment

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**Time Extension/Waiver – Contract Award
Trade Corridor Enhancement Program**

Project Number: 1
Applicant: City of Long Beach
County: Los Angeles
District: 75
PPNO: 6198
Allocation Amount: \$33,106,000
Phase: Construction
Allocation Date: 5/17/2024
Allocation Resolution: TCEP-A-2324-22
Number of Months Requested: 3 Months
Extended Deadline: 2/28/2025
Department Recommendation: Support

America's Green Port Gateway: Pier B Early Rail Enhancements Project - Locomotive Facility

The City of Long Beach (City) requests a 3-month time extension for the period of contract award for the Construction (CON) phase of the America's Green Port Gateway: Pier B Early Rail Enhancements Project – Locomotive Facility. The City of Long Beach has experienced delays in awarding the contract.

The project is located in the Port of Long Beach in Los Angeles County and proposes the construction of a new Locomotive Facility and the addition of a new track mainline.

In May 2024, the commission approved \$33,106,000 for the America's Green Port Gateway: Pier B Early Rail Enhancements Project – Locomotive Facility. After the invitation for bids in June 2024, the City received 332 inquiries from interested bidders. Due to the unexpected and large number of inquiries and the project's specific complexity, the City decided to extend the cities internal bidding period by a month. That month allowed for the City to provide follow up and provide clarification to technical questions from potential contractors. The additional month for bid submissions has delayed the project award timeline and the City will not be able to award by the November 30, 2024 deadline as anticipated. Once the contract has been executed, it must also be approved by the City of Long Beach Board of Harbor Commissioners and will require further coordination and timing to add the item to the Board's meeting agenda.

Therefore, the City is requesting a 3-month time extension for the period of contract award for the CON phase from November 30, 2024 to February 28, 2025.

MEMORANDUM

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 5-6, 2024

From: STEVEN KECK, Chief Financial Officer

Reference Number: 2.8c.(2), Action Item

Prepared By: James R. Anderson, Chief
Division of Financial Programming

Subject: **REQUEST TO EXTEND THE PERIOD OF PROJECT COMPLETION FOR A
LOCALLY-ADMINISTERED SENATE BILL 1 TRADE CORRIDOR ENHANCEMENT
PROGRAM PROJECT, ON THE STATE HIGHWAY SYSTEM,
PER TCEP GUIDELINES
WAIVER 24-187**

ISSUE:

Should the California Transportation Commission (Commission) extend the period of project completion for the locally-administered Senate Bill 1 (SB 1) Trade Corridor Enhancement Program (TCEP) Route 60 Truck Safety and Efficiency Project - Phase 1A (PPNO 3010T), in Riverside County, for the time period as identified in the attachment?

RECOMMENDATION:

The California Department of Transportation (Department) recommends that the Commission extend the period of project completion, for the SB 1 TCEP Route 60 Truck Safety and Efficiency Project - Phase 1A (PPNO 3010T), in Riverside County, for the time period as identified in the attachment.

BACKGROUND:

In December 2020, the Commission allocated \$16,800,000 in construction capital for the locally-administered SB 1 TCEP Route 60 Truck Safety and Efficiency Project - Phase 1A (PPNO 3010T). This project was awarded in May 2021. In accordance with SB 1 TCEP Guidelines (Guidelines), the deadline to complete the Construction Contract Acceptance (CCA) for projects awarded in May 2021 is May 31, 2024. At the time of allocation, the Construction phase was approved with an additional 8 months for project completion beyond the 36-month deadline, for a total of 44-months, until January 31, 2025. Because the City of Moreno Valley (City) will not meet this deadline, the City is requesting this time extension to complete construction. The attachment shows the details of the project and the delays that have resulted in this time extension request.

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serves all people and respects the environment."*

Current Guidelines stipulate that the agency implementing a project request a time extension if the project will not be completed within 36 months after award. The Commission may approve waivers to the timely use of funds deadline, one-time only, for up to 20 months.

Attachment

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**Time Extension/Waiver – Project Completion for
SB 1 Trade Corridor Enhancement Program**

Project Number: 1
Applicant: City of Moreno Valley
County: Riverside
District: 08
PPNO: 3010T
EA: 32303
Route: 60
Allocation Amount: \$16,800,000
Phase: Construction
Allocation Date: 12/03/2020
Allocation Resolution: TCEP-A-2021-07
Award Date: 05/04/2021
Number of Months Requested: 16 Months
Extended Deadline: 05/31/2026
Department Recommendation: Support

Route 60 Truck Safety and Efficiency Project - Phase 1A project

The City of Moreno Valley (City) requests a 16-month time extension to complete the Construction (CON) phase of the Route 60 Truck Safety and Efficiency Project - Phase 1A. At the time of allocation, the CON phase was approved with an additional 8 months for project completion beyond the 36-month deadline, for a total of 44 months, until January 31, 2025. The Department has experienced unexpected delays in completing the CON phase.

This project is located on State Route (SR) 60 and Moreno Beach Drive, in the City of Moreno Valley. This specific project component is the second phase of an interchange project that will replace a 50-year-old 2-lane bridge with a new 6-lane bridge, reconfigure the north side of SR 60/Moreno Beach Drive interchange, and build an associated freeway auxiliary lane.

The project began CON in the summer of 2021. In May 2022, the original contractor filed for bankruptcy and walked off the jobsite. The City immediately worked with the Surety Company to find a replacement contractor and was able to bring one on board in late October 2022, with construction activities resuming in December 2022. The project has since made significant progress and has been opened to traffic since June 2024. However, the start of the plant establishment period was delayed until mid-September 2024 after relief of maintenance was issued to the contractor. The project is currently in its 440-day plant establishment period that is anticipated to be completed by January 2026. To allow for unforeseen issues such as weather delays, an additional four months is being requested. The additional time requested will allow the project to complete plant establishment and other remaining activities.

Therefore, the City is requesting a 16-month time extension to allow sufficient time to complete the CON phase and finalize the CCA from January 31, 2025 to May 31, 2026.

MEMORANDUM

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 5-6, 2024

From: STEVEN KECK, Chief Financial Officer

Reference Number: 2.8b.(12), Action Item

Prepared By: Dee Lam, Chief
Division of Local Assistance

Subject: **REQUEST TO EXTEND THE PERIOD OF CONTRACT AWARD FOR
LOCALLY-ADMINISTERED ACTIVE TRANSPORTATION PROGRAM PROJECTS,
OFF THE STATE HIGHWAY SYSTEM, PER ATP GUIDELINES
WAIVER 24-189**

ISSUE:

Should the California Transportation Commission (Commission) extend the period of contract award for five locally-administered Active Transportation Program (ATP) projects, for the time periods as identified in the attachment?

RECOMMENDATION:

The California Department of Transportation (Department) recommends that the Commission extend the period of contract award for five locally-administered ATP projects, for the time periods as identified in the attachment.

BACKGROUND:

In March, May, and June of 2024, the Commission allocated \$13,850,000 for five locally-administered ATP projects identified in the attachment. The responsible agencies have been unable to award the contracts within six months of allocation, per ATP Guidelines (Guidelines). The attachment describes the details of the projects and the explanations for the delays. The respective agencies request an extension, and the planning agencies concur.

Current Guidelines adopted by the Commission, stipulate that the agencies implementing a project may request a time extension if the project will not be awarded within six months of allocation. The Commission may approve a waiver to the Timely Use of Funds deadline, one-time only, for up to 12 months.

Attachment

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**Time Extension/Waiver – Contract Award
Active Transportation Program**

Project: 1
Applicant: City of Sacramento
County: Sacramento
PPNO: 1800
District: 3
Allocation Amount: \$9,323,000
Phase: Construction
Allocation Date: 03/22/2024
Allocation Resolution: FATP-2324-28
Number of Months Requested: 12 Months
Extended Deadline: 09/30/2025
Department Recommendation: Support

Franklin Boulevard Complete Street Project

The City of Sacramento (City) requests a 12-month time extension for the period of contract award for the Construction (CON) phase of the Franklin Boulevard Complete Street Project. The City has experienced delays during the contracting process.

The project proposes to reduce one lane in each direction to construct Class IV and Class II bicycle lanes, Americans with Disabilities Act pedestrian improvements and signal modifications on Franklin Boulevard between Sutterville Road and 32nd Avenue.

The City received its CON phase allocation in March 2024. This project was advertised and the City anticipated to award in late August 2024. The City received five bids, of which two were rejected due to non-responsiveness. The City was in the process of awarding the construction contract when they were notified of an intention to file a bid protest against the lowest bidder regarding the good faith effort submitted to meet the Disadvantage Veteran Business Enterprise requirements. The bid protest process was anticipated to take up to eight months. To preserve the project schedule, the City rejected the remaining three bids and updated their bid protest procedures to align with the procedures outlined in the Local Assistance Procedures Manual and federal requirements. The City re-advertised in mid-August 2024, and bids were opened the first week of September 2024. The City intends to award the contract at the November 2024 City Council meeting. The City requests additional time in case there are further bid protests.

Therefore, the City is requesting a 12-month time extension for the period of contract award for the CON phase from September 30, 2024 to September 30, 2025.

Project: 2
Applicant: City of El Centro
County: Imperial
PPNO: 1461
District: 11
Allocation Amount: \$882,000
Phase: Construction
Allocation Date: 05/17/2024
Allocation Resolution: FATP-2324-33
Number of Months Requested: 6 Months
Extended Deadline: 05/31/2025
Department Recommendation: Support

El Centro Pedestrian Improvement Project

The City of El Centro (City) requests a 6-month time extension for the period of contract award for the CON phase of the El Centro Pedestrian Improvement Project. The City has experienced delays during the contracting process.

The project proposes to install traffic control devices, sidewalks, and curb ramps at various intersections within the City of El Centro limits.

The City received its CON phase allocation in May 2024. The City received a Program Supplement Agreement from the Department in June 2024, which was approved by the City Council in July 2024. The following City Council meeting in August was canceled, which delayed the City's ability to receive authorization to advertise. The City has since received authorization to advertise in September 2024, however, due to staffing issues with the City's Engineering Department, the City will need additional time to advertise, review bids, and receive City Council approval to award.

Therefore, the City is requesting a 6-month time extension for the period of contract award for the CON phase from November 30, 2024 to May 31, 2025.

Project: 3
Applicant: City of National City
County: San Diego
PPNO: 1526
District: 11
Allocation Amount: \$2,072,000
Phase: Construction
Allocation Date: 06/28/2024
Allocation Resolution: FATP-2324-35
Number of Months Requested: 9 Months
Extended Deadline: 09/30/2025
Department Recommendation: Support

Bayshore Bikeway Segment 5 project

The City of National (City) requests a 9-month time extension for the period of contract award for the CON phase of the Bayshore Bikeway Segment 5 project. The City has experienced delays during the contracting process.

The project proposes to construct bicycle facilities, improve intersections and rail crossings at the rail crossing near the intersection of Bay Marina Drive and Marina Way, and at the rail crossing North of the intersection of Harbor Drive and Civic Center Drive.

The City received its CON phase allocation in June 2024. The City has proposed to advertise the project with the Bayshore Bikeway – Segment 5 project (PPNO 1361). The City determined that combining the construction contract for both projects would optimize its delivery by reducing project coordination issues associated with having separate contracts, as well as increase cost savings by \$350,000. The Commission approved a contract award time extension for PPNO 1361 at the October 2024 Commission meeting for 12 months. The City is requesting additional time to align the project with PPNO 1361 to allow sufficient time to revise the contract documents, advertise, and award the contract.

Therefore, the City is requesting a 9-month time extension for the period of contract award for the CON phase from December 31, 2024 to September 30, 2025.

Project: 4
Applicant: City of San Diego
County: San Diego
PPNO: 1534
District: 11
Allocation Amount: \$500,000
Phase: Construction
Allocation Date: 06/28/2024
Allocation Resolution: FATP-2324-35
Number of Months Requested: 3 Months
Extended Deadline: 03/31/2025
Department Recommendation: Support

San Diego CicloSDias Pilot project

The City of San Diego (City) requests a 3-month time extension for the period of contract award for the CON phase of the San Diego CicloSDias Pilot project. The City has experienced delays during the contracting process.

The project proposes to deliver four community events with a focus on Communities of Concern throughout the City of San Diego.

The City received its CON phase allocation in June 2024. The City is seeking a nonprofit exemption from their Purchasing and Contracting Department to contract a non-profit entity to conduct the non-infrastructure work. The City is experiencing an administrative backlog within various department entities that are necessary to generate and execute a consultant agreement. The exemption will expedite the process and reduce costs. The City expects exemption approval and an agreement by December 2024. However, the City requests additional time in the event City staff cannot execute the agreement within the original timeline.

Therefore, the City is requesting a 3-month time extension for the period of contract award for the CON phase from December 31, 2024 to March 31, 2025.

Project: 5
Applicant: Imperial County Transportation Commission
County: Imperial
PPNO: 1538
District: 11
Allocation Amount: \$1,073,000
Phase: Construction
Allocation Date: 06/28/2024
Allocation Resolution: FATP-2324-37
Number of Months Requested: 9 Months
Extended Deadline: 09/30/2025
Department Recommendation: Support

Pedestrian Improvements for the Calexico Intermodal Transportation Center project

The Imperial County Transportation Commission (ICTC) requests a 9-month time extension for the period of contract award for the CON phase of the Pedestrian Improvements for the Calexico Intermodal Transportation Center project. The ICTC has experienced delays during the City's contracting process.

The project proposes to construct pedestrian improvements for the Calexico Intermodal Transportation Center including bulb-out curb ramps and reconstructing sidewalk and curb ramps.

The ICTC received its CON phase allocation in June 2024. ICTC received multiple awards for the project totaling over \$16,000,000 from the Federal Transit Administration (FTA) to complete right of way acquisition, construction management, and construction efforts of the project. The additional funding has allowed ICTC to include technology upgrades to the project. These funds are currently being integrated into the current FTA grant agreement and execution of the agreement is expected by December 2024. ICTC requests the additional time to implement the FTA agreement and complete the contract award process.

Therefore, the ICTC is requesting a 9-month time extension for the period of contract award for the CON phase from December 31, 2024 to September 30, 2025.

MEMORANDUM

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 5-6, 2024

From: STEVEN KECK, Chief Financial Officer

Reference Number: 2.8c.(3), Action Item

Prepared By: Dee Lam, Chief
Division of Local Assistance

Subject: **REQUEST TO EXTEND THE PERIOD OF PROJECT COMPLETION FOR A
LOCALLY-ADMINISTERED ACTIVE TRANSPORTATION PROJECT, OFF THE
STATE HIGHWAY SYSTEM, PER ATP GUIDELINES
WAIVER 24-190**

ISSUE:

Should the California Transportation Commission (Commission) extend the period of project completion for the locally-administered Active Transportation Program (ATP) Active and Safe Routes to a Healthier City project (PPNO 2345), in Santa Clara County, for the time period as identified in the attachment?

RECOMMENDATION:

The California Department of Transportation (Department) recommends that the Commission extend the period of project completion for the locally-administered ATP Active and Safe Routes to a Healthier City project (PPNO 2345), in Santa Clara County, for the time period as identified in the attachment.

BACKGROUND:

In December 2021, the Commission allocated \$2,510,000 for the locally-administered ATP Active and Safe Routes to a Healthier City project (PPNO 2345), in Santa Clara County. The responsible agency is unable to complete the project by their construction completion deadline. The attachment describes the details of the project and the explanation for the delay. The respective agency requests an extension and the planning agency concurs.

*"Provide a safe and reliable transportation network that
serves all people and respects the environment."*

Current ATP Guidelines adopted by the Commission stipulate that a local agency has up to 36 months from the time of contract award to contract acceptance. The local agency has 180 days after the contract acceptance to prepare and submit the final invoices and reports to the Department. The Commission may approve a waiver to the timely use of funds deadline, one-time only, for up to 12 months.

Attachment

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serves all people and respects the environment.”*

**Time Extension/Waiver – Project Completion
Active Transportation Program**

Project Number: 1
Applicant: Santa Clara County
County: Santa Clara
District: 4
PPNO: 2345
Allocation Amount: \$2,510,000
Phase: Construction Non-Infrastructure
Allocation Date: 12/9/2021
Allocation Resolution: FATP-2122-09
Award Date: 12/9/2021
Number of Months Requested: 6 Months
Extended Deadline: 06/30/2025
Department Recommendation: Support

Active and Safe Routes to a Healthier City

Santa Clara County (County) requests a 6-month time extension to complete the Construction Non-Infrastructure (CON-NI) phase of the Active and Safe Routes to a Healthier City project. The County has experienced delays in completing CON-NI.

The project proposes to link key community hubs through education, encouragement, enforcement, engineering, evaluation, and equity by promoting active transportation and providing Safe Routes to School technical assistance to schools within the City of Gilroy (City).

The County received its CON-NI phase allocation in December 2021. The County encountered active transportation staff reassignment during this period to work on projects deemed to have priority. Staff was unable to begin work on the Active and Safe Routes to a Healthier City project for several months. In addition, the County was unsuccessful with the first Informal Competitive Process (ICP), due to feedback that potential applicant knowledge on traffic safety and active transportation was limited. The County restructured the ICP to include agency capacity building. The second solicitation resulted in a selection, in March 2024. The County is working diligently on completing the remaining tasks which include pedestrian safety education activities and assisting the City with a policy framework to prioritize city infrastructures within the City disadvantaged communities. These tasks are anticipated to be completed by the Spring of 2025. Additional costs for the project directly related to these delays will be incurred by the County.

Therefore, the County is requesting a 6-month time extension to complete the CON-NI phase from December 31, 2024 to June 30, 2025.

MEMORANDUM

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 5-6, 2024

From: STEVEN KECK, Chief Financial Officer

Reference Number: 2.8b.(13), Action Item

Prepared By: Dee Lam, Chief
Division of Local Assistance

Subject: **REQUEST TO EXTEND THE PERIOD OF CONTRACT AWARD FOR A
TRANSIT AND INTERCITY RAIL CAPITAL PROGRAM COMPONENT, PER
TIRCP ALLOCATION POLICY
WAIVER 24-191**

ISSUE:

Should the California Transportation Commission (Commission) extend the period of contract award for the Transit and Intercity Rail Capital Program (TIRCP) (2020:17) Expansion of WETA Ferry Service (Shoreside Charging Infrastructure) (2022:17) San Francisco Zero Emissions High-Frequency Ferry Network (Shoreside Charging Infrastructure) component (PPNO CP075A), in San Francisco County, for the time period as identified in the attachment?

RECOMMENDATION:

The California Department of Transportation recommends that the Commission extend the period of contract award for the TIRCP (2020:17) Expansion of WETA Ferry Service (Shoreside Charging Infrastructure) (2022:17) San Francisco Zero Emissions High-Frequency Ferry Network (Shoreside Charging Infrastructure) component (PPNO CP075A), in San Francisco County, for the time period as identified in the attachment.

BACKGROUND:

In May 2024, the Commission allocated \$14,581,000 for the Construction phase of the (2020:17) Expansion of WETA Ferry Service (Shoreside Charging Infrastructure) (2022:17) San Francisco Zero Emissions High-Frequency Ferry Network (Shoreside Charging Infrastructure) component (PPNO CP075A). The responsible agency has been unable to complete the component per the Timely Use of Funds (TUF) policy.

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serves all people and respects the environment."*

The current TIRCP Allocation Policy stipulates that the agency implementing a project component request a time extension if the project component will not be completed within the specified timeline. In accordance with the TIRCP Allocation Policy, the deadline to award contracts for projects allocated in May 2024 is November 30, 2024. Under the TUF policy, an extension can be requested for up to 20 months for each delivery milestone, where permissible by statute. The attachment describes the details of the project component and the explanation of the delay.

Attachment

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**Time Extension/Waiver – Contract Award
Transit and Intercity Rail Capital Program**

Project Number: 1
Applicant: San Francisco Bay Area Water Emergency Transportation Authority
County: San Francisco
District: 4
PPNO: CP075A
Allocation Amount: \$14,581,000
Phase: Construction
Allocation Date: 05/17/2024
Allocation Resolution: TIRCP-2324-58
Number of Months Requested: 7 Months
Extended Deadline: 06/30/2025
Department Recommendation: Support

(2020:17) Expansion of WETA Ferry Service (Shoreside Charging Infrastructure)
(2022:17) San Francisco Zero Emissions High-Frequency Ferry Network (Shoreside Charging Infrastructure)

The San Francisco Bay Area Water Emergency Transportation Authority (WETA) requests a 7-month time extension for the period of contract award for the Construction (CON) phase of the (2020:17) Expansion of WETA Ferry Service (Shoreside Charging Infrastructure) (2022:17) San Francisco Zero Emissions High-Frequency Ferry Network (Shoreside Charging Infrastructure) component. WETA has experienced unexpected delays in awarding the contract.

The awarded scope of work for the component includes the modification of standard floats to house a bank of batteries that will allow vessels to charge while they are docked.

WETA is requesting the contract award extension due to the complexity of applying US building restrictions to this type of marine project being built from largely European components, with extremely limited precedence for this type of project. The development of the Request for Proposal technical requirements package incurred significant delay due to adjustments in the final engineering as shoreside code compliance requirements were overlayed with the marine systems being specified. System redundancy requirements and firefighting system design requirements drove adjustments in the final package that required significant rework to all aspects of the float design, incurring a 3.5-month delay in final specification development. The final integration of the technical specifications is currently underway to enable a production design and construction contract solicitation to be released by end of October 2024. The contract will be awarded by June 30, 2025.

Therefore, WETA is requesting a 7-month time extension for the period of contract award for the CON phase from November 30, 2024 to June 30, 2025.

MEMORANDUM

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 5-6, 2024

From: STEVEN KECK, Chief Financial Officer

Reference Number: 2.8d.(2), Action Item

Prepared By: James R. Anderson, Chief
Division of Financial Programming

Subject: **POST-FACT REQUEST TO EXTEND THE PERIOD OF PROJECT DEVELOPMENT
EXPENDITURE FOR A STATE HIGHWAY OPERATION AND PROTECTION
PROGRAM PROJECT, ON THE STATE HIGHWAY SYSTEM, AS AN EXCEPTION
TO THE SHOPP GUIDELINES
WAIVER 24-193**

ISSUE:

Should the California Transportation Commission (Commission) approve a Post-Fact time extension request for the period of project development expenditure for the State Highway Operation and Protection Program (SHOPP) Safety Improvements project (PPNO 3477), in San Joaquin County, for the time period as identified in the attachment?

RECOMMENDATION:

The California Department of Transportation (Department) recommends that the Commission approve a Post-Fact time extension request for the period of project development expenditure for the SHOPP Safety Improvements project (PPNO 3477), in San Joaquin County, for the time period as identified in the attachment.

BACKGROUND:

In August 2021, the Commission allocated \$1,598,000 in project development support for the SHOPP Safety Improvements project (PPNO 3477). In accordance with SHOPP Guidelines (Guidelines), the deadline to complete the Plans, Specifications, and Estimate (PS&E) phase for a project allocated in August 2021 is August 31, 2024. This project did not meet the deadline, and the Department is requesting a project development expenditure time extension for the phase. The attachment shows the details of the project and the delays that have resulted in this Post-Fact time extension request.

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serves all people and respects the environment."*

Current Guidelines stipulate that the implementing agency request an expenditure time extension if the project phase will not be completed within 36 months of allocation for PS&E. The Commission may approve waivers to the timely use of funds deadline, one-time only, for up to 20 months.

Attachment

**Post-Fact Time Extension/Waiver – Project Development Expenditure for
State Highway Operation and Protection Program**

Project Number: 1
Applicant: Department of Transportation
County: San Joaquin
District: 10
PPNO: 3477
EA: 1K460
Route: 120
Allocation Amount: \$1,598,000
Remaining Balance: \$379,000
Phase: Plans, Specifications, and Estimate
Allocation Date: 08/18/2021
Allocation Resolution: FP-21-05
Number of Months Requested: 20 Months
Extended Deadline: 04/30/2026
Department Recommendation: Support

SHOPP Safety Improvements project

The Department requests a 20-month Post-Fact time extension for the period of project development expenditure for the PS&E phase of the SHOPP Safety Improvements project. The Department experienced delays in awarding the project.

The project is on State Route 120 near Manteca, at French Camp Road. The project proposes to construct a signalized intersection.

The project requires extensive railroad coordination and utility relocation. To obtain the Right of Way (RW) certification, a Construction and Maintenance (C&M) agreement with Union Pacific Railroad (UPRR) is required. To finalize the C&M agreement, approval of a railroad preemption signal variance for the non-standard timing of the skewed geometric intersection is required from the UPRR and the California Public Utilities Commission. In addition, a Pacific Gas and Electric Company utility relocation in both the railroad RW and State RW is required. To accommodate this delay, a 19-month allocation time extension was approved by the Commission in August 2024, delaying the Construction Capital (CON) and RW phases to January 2026.

The Department anticipates completing the design plans by December 2024. The roadway design plans are required to be approved by the UPRR before starting the railroad signal design. Upon completion of UPRR's signal design, the Department and the UPRR will execute a C&M agreement and the Department will be allowed to work within the UPRR RW. To allow time for the Department to complete the pre-construction activities and match the CON and RW phases schedule, additional time for PS&E is being requested. The Department anticipates awarding the project in April 2026 and the PS&E phase will need to continue through the award. The PS&E phase should have been extended concurrently with the allocation extension in August but due to an oversight, it's expenditure deadline was not considered until 2-months later.

Therefore, the Department is requesting a 20-month Post-Fact time extension for the period of project development expenditure from August 31, 2024 to April 30, 2026, to complete design and the C&M agreement, and award the project.

MEMORANDUM

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 5-6, 2024

From: STEVEN KECK, Chief Financial Officer

Reference Number: 2.8v.(1), Action Item

Prepared By: James R. Anderson, Chief
Division of Financial Programming

Subject: **POST-FACT REQUEST TO AMEND THE PERIOD OF PROJECT COMPLETION
FOR A STATE HIGHWAY OPERATION AND PROTECTION PROGRAM
PROJECT, AS AN EXCEPTION TO THE SHOPP GUIDELINES
WAIVER 24-194, AMENDING WAIVER 24-119**

ISSUE:

Should the California Transportation Commission (Commission) approve a Post-Fact time extension amendment for the period of project completion for the State Highway Operation and Protection Program (SHOPP) Collision Reduction project (PPNO 4051A), in Orange County, for the time period as identified in the attachment?

RECOMMENDATION:

The California Department of Transportation (Department) recommends that the Commission approve a Post-Fact time extension amendment for the period of project completion for the SHOPP Collision Reduction project (PPNO 4051A), in Orange County, for the time period as identified in the attachment.

BACKGROUND:

In May 2020, the Commission allocated \$28,100,000 in Construction Capital for the SHOPP Collision Reduction project (PPNO 4051A). In September 2020, the project was awarded. In accordance with the SHOPP Guidelines (Guidelines), the deadline to complete Construction Contract Acceptance (CCA) for projects awarded in September 2020 is September 30, 2023. In August 2023, the project received a 9-month time extension for the period of project completion, with a deadline of June 30, 2024. In June 2024, the project received an additional 3-month time extension for the period of project completion, with a deadline of September 30, 2024. The Department is requesting an exception to the Guidelines for additional time for the period of project completion. The attachment shows the details of the project and the delays that have resulted in the Post-Fact time extension amendment request.

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serves all people and respects the environment."*

Current Guidelines stipulate that Department request a time extension if the project will not be completed within 36 months after award. The Commission may approve waivers to the timely use of funds deadline, one-time only, for up to 20 months.

Attachment

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**Post-Fact Amendment Time Extension/Waiver – Project Completion for
State Highway Operation and Protection Program**

Project Number: 1
Applicant: Department of Transportation
County: Orange
District: 12
PPNO: 4051A
EA: 0N720
Route: 73
Allocation Amount: \$28,100,000
Phase: CON/CON Support
Allocation Date: 5/13/2020
Award Date: 09/16/2020
1st Waiver: Waiver 23-133
Approved: August 2023
2nd Waiver: Waiver 24-119
Approved: June 2024
Number of Months Requested: ~~9 Months~~ ~~12 Months~~ **14 months**
Extended Deadline: ~~06/01/2024~~ ~~09/30/2024~~ **11/30/2024**
Department Recommendation: Support

SHOPP Collision Reduction project

The Department requests an additional 2 months, from 12 months to 14 months, for the period of project completion for the Construction (CON) phase of the SHOPP Collision Reduction project. The Department has experienced unexpected delays in completing construction.

This project is located on State Route 73, in the Cities of San Juan Capistrano, Laguna Niguel, Laguna Hills, Aliso Viejo, Laguna Beach, Irvine, Newport Beach, and Costa Mesa from Interstate 5 (I-5) to I-405. The project will upgrade highway safety features including guardrail and barriers.

Initially, the project construction activities were impacted by excessive rain events and prolonged periods of fog. These events delayed the installation of guardrail and barriers at several locations. Installation requires traffic control measures be utilized to provide room to perform the upgrades. Due to traffic control during foggy conditions not being desirable, the CON activities were delayed. The Department anticipated completing all CON activities by September 30, 2024.

Since then, construction activities have been completed and the facility opened to the public. A few of the installed guardrail systems and crash cushion devices require approved exceptions prior to CCA. These devices were designed by a consultant and installed according to plan. However, during final inspection, they were found noncompliant with the Department's standard specifications. The Department is currently working on obtaining internal approvals for these exceptions and anticipates resolution by the end of November 2024.

Therefore, the Department is requesting an exception to the Guidelines for an additional two months, to allow for sufficient time to finalize CCA from September 30, 2024 to November 30, 2024.

MEMORANDUM

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 5-6, 2024

From: STEVEN KECK, Chief Financial Officer

Reference Number: 2.8b.(14), Action Item

Prepared By: Dee Lam, Chief
Division of Local Assistance

Subject: **POST-FACT REQUEST TO EXTEND THE PERIOD OF CONTRACT AWARD FOR
A LOCALLY-ADMINISTERED STATE TRANSPORTATION IMPROVEMENT
PROGRAM PROJECT, OFF THE STATE HIGHWAY SYSTEM
WAIVER 24-195**

ISSUE:

Should the California Transportation Commission (Commission) approve a Post-Fact time extension request to extend the period of contract award for the locally-administered State Transportation Improvement Program (STIP) Mt. Shasta Boulevard Rehabilitation project (PPNO 2558), in Siskiyou County, for the time period as identified in the attachment?

RECOMMENDATION:

The California Department of Transportation (Department) recommends the Commission approve a Post-Fact time extension request to extend the period of contract award for the locally-administered STIP Mt. Shasta Boulevard Rehabilitation project (PPNO 2558), in Siskiyou County, for the time period as identified in the attachment.

BACKGROUND:

In March 2024, the Commission allocated \$271,000 for the locally-administered STIP Mt. Shasta Boulevard Rehabilitation project (PPNO 2558). The responsible agency has been unable to award the contract within six months of allocation, per STIP Guidelines (Guidelines). The attachment describes the details of the project and the explanation for the delay. The respective agency requests an extension.

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serves all people and respects the environment."*

Current Guidelines, adopted by the Commission, stipulate that the agencies implementing a project request a time extension if the project will not be awarded within six months of allocation. The Commission may approve a waiver to the Timely Use of Funds deadline, one-time only, for up to 20 months.

Attachment

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**Post- Fact Time Extension/Waiver – Contract Award
State Transportation Improvement Program**

Project 1
Applicant: City of Mount Shasta
County: Siskiyou
District: 2
PPNO: 2558
Allocation Amount: \$271,000
Phase: Construction
Allocation Date: 3/22/2024
Allocation Resolution: FP-23-83
Number of Months Requested: 6 Months
Extended Deadline: 03/31/2025
Department Recommendation: Support

Mt. Shasta Boulevard Rehabilitation project

The City of Mount Shasta (City) requests a 6-month Post-Fact time extension for the period of contract award for the construction (CON) phase of the Mt. Shasta Boulevard Rehabilitation project. The City has experienced delays during the contracting process.

The project proposes to rehabilitate the roadway on Mount Shasta Boulevard between Ski Village Drive and Springhill Road.

The City received its CON allocation in March 2024. The project was advertised on July 2, 2024, and project bids were received on July 30, 2024, with only one bidder within the project budget. Due to a technical error, the lowest bidder pulled their bid. The remaining bids were well above the engineer's estimate. The City determined that the project advertisement may need to be adjusted in order to award a construction contract within the City's budgetary constraints. The City intends to reduce the project cost by eliminating non-essential construction items from the project, as well as structure the advertisement package to list a base bid with options. The project will be re-advertised at the end of November 2024, and the advertisement period will close at the end of the following month. The City requests additional time to carry out the construction contract advertisement, review bids, and receive City Council approval to award.

The County submitted a time extension for contract award before the project's Award deadline. However, due to a misunderstanding within the Department, the request was sent to an inactive email and was not received nor processed.

Therefore, the County is requesting a 6-month Post-Fact time extension for the period of contract award for the CON phase from September 30, 2024 to March 31, 2025.

1MEMORANDUM

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 5-6, 2024

From: STEVEN KECK, Chief Financial Officer

Reference Number: 2.8b.(15), Action Item

Prepared By: Dee Lam, Chief
Division of Local Assistance

Subject: **POST-FACT REQUEST TO EXTEND THE PERIOD OF CONTRACT AWARD FOR
LOCALLY-ADMINISTERED ACTIVE TRANSPORTATION PROGRAM PROJECT,
OFF THE STATE HIGHWAY SYSTEM, PER ATP GUIDELINES
WAIVER 24-197**

ISSUE:

Should the California Transportation Commission (Commission) approve a Post-Fact time extension request to extend the period of contract award for the locally-administered Active Transportation Program (ATP) City of Carson Master Bicycle Plan project (PPNO 6179), for the time period as identified in the attachment?

RECOMMENDATION:

The California Department of Transportation (Department) recommends that the Commission approve a Post-Fact time extension request to extend the period of contract award for the locally-administered ATP City of Carson Master Bicycle Plan project (PPNO 6179), for the time period as identified in the attachment.

BACKGROUND:

In March of 2024, the Commission allocated \$897,000 for the locally-administered ATP City of Carson Master Bicycle Plan project (PPNO 6179). The responsible agency has been unable to award the contract within six months of allocation, per ATP Guidelines (Guidelines). The attachment describes the details of the project and the explanation for the delay. The respective agency requests a Post-Fact time extension, and the planning agency concurs.

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Current Guidelines adopted by the Commission stipulate that the agencies implementing a project may request a time extension if the project will not be awarded within six months of allocation. The Commission may approve a waiver to the Timely Use of Funds deadline, one-time only, for up to 12 months.

Attachment

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**Post-Fact Time Extension/Waiver – Contract Award
Active Transportation Program**

Project: 1
Applicant: City of Carson
County: Los Angeles
PPNO: 6179
District: 7
Allocation Amount: \$897,000
Phase: Construction
Allocation Date: 03/22/2024
Allocation Resolution: FATP-2324-28
Number of Months Requested: 6 Months
Extended Deadline: 03/31/2025
Department Recommendation: Support

City of Carson Master Bicycle Plan

The City of Carson (City) requests a 6-month Post-Fact time extension for the period of contract award for the Construction (CON) phase of the City of Carson Master Bicycle Plan project. The City has experienced delays during the contracting process.

The project proposes to create a policy document to guide the development of infrastructure improvements, maintenance of bicycle friendly routes and pathways, and support for safe facilities and education programs.

The City received its CON phase allocation in March 2024. The City is in the process of developing a draft Active Transportation and Community Connectivity Plan (ATCC) and the City of Carson Master Bicycle Plan (Master Bicycle Plan). To avoid public confusion between the two efforts and increase the level of public outreach, the City had planned to conduct public meetings for both plan introductions at the same time. Unfortunately, the Request for Authorization with Preliminary Engineering for the Master Bicycle Plan took longer than expected and the schedules no longer align. The City feels that placing the public meetings for the Master Bicycle Plan too close to the ATCC plan completion would confuse the public and reduce turnout. In addition, the City anticipates public interest will increase with the release of the final ATCC plan ahead of the Master Bicycle Planning process and build momentum.

In June 2024, the Department contacted the City on the contract award status for the Master Bicycle Plan project. The City responded that they would need to extend the deadline to February 2025 and requested guidance on what was needed. The Department did not immediately respond to the City's request. In August 2024, the Department requested another update on the contract award status and asked if the City was still on target to award by February 2025. The City understood this to mean they had the additional three months to award. It was not until the Department contacted the City on October 15, 2024 to provide notification that they missed their deadline of September 30, 2024 to award. The City

immediately responded and was informed of the formal submission needed. The City submitted the request that same day. As the City has only had two previous ATP projects in Cycles 1 and 3, they were not well versed on the processes for time extensions. In addition, the Department had assumed the City was on track with the award. The miscommunications contributed to the missed contract award deadline.

The City will be issuing a Request for Proposal (RFP) on this project in November 2024. It is anticipated that the review, selection, and award will be completed by February 2025, which will coincide with the adoption of the ATCC plan. The City is requesting the additional month in the event the timing of the issuance of the RFP over the holiday season encounters delays. The District is conducting continuing education with the City on the TUF process to ensure future timelines are met.

Therefore, the City is requesting a 6-month Post-Fact time extension for the period of contract award for the CON phase from September 30, 2024 to March 31, 2025.

MEMORANDUM

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 5-6, 2024

From: STEVEN KECK, Chief Financial Officer

Reference Number: 2.8b.(16), Action Item

Prepared By: Dee Lam, Chief
Division of Local Assistance

Subject: **POST-FACT REQUEST TO EXTEND THE PERIOD OF CONTRACT AWARD FOR
A TRANSIT AND INTERCITY RAIL CAPITAL PROGRAM PROJECT
WAIVER 24-198**

ISSUE:

Should the California Transportation Commission (Commission) approve a Post-Fact time extension request to extend the period of contract award for the Transit and Intercity Rail Capital Program (TIRCP) (2020:7) Metrolink Antelope Valley Line Capital and Service Improvements (Zero-Emission Multiple Unit (ZEMU) Feasibility Study) project (PPNO CP065D), in various counties, for the time period as identified in the attachment?

RECOMMENDATION:

The California Department of Transportation (Department) recommends that the Commission approve a Post-Fact time extension for the period of contract award for the TIRCP (2020:7) Metrolink Antelope Valley Line Capital and Service Improvements (Zero-Emission Multiple Unit (ZEMU) Feasibility Study) project (PPNO CP065D), in various counties, for the time period as identified in the attachment.

BACKGROUND:

In August 2023, the Commission allocated \$1,550,000 for the (2020:7) Metrolink Antelope Valley Line Capital and Service Improvements (Zero-Emission Multiple Unit (ZEMU) Feasibility Study) project. The responsible agency was unable to award the contract per the Timely Use of Funds (TUF) policy.

The current TIRCP Allocation Policy stipulates that the agency implementing a project request a time extension if the project will not be awarded within the specified timeline. In accordance with the TIRCP Allocation Policy, the deadline to award contracts for projects allocated in August 2023 is February 28, 2024. Under the TUF policy, an extension can be requested for up to 20 months for each delivery milestone, where permissible by statute. The attachment describes the details of the project and the explanation for the delays.

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**Post-Fact Time Extension/Waiver – Contract Award
Transit and Intercity Rail Capital Program**

Project Number: 1
Applicant: Southern California Regional Rail Authority
County: Various
District: 7
PPNO: CP065D
Allocation Amount: \$1,550,000
Phase: Construction
Allocation Date: 08/17/2023
Allocation Resolution: TIRCP-2324-16
Number of Months Requested: 3 Months
Extended Deadline: 05/31/2024
Department Recommendation: Support

**(2020:7) Metrolink Antelope Valley Line Capital and Service Improvements
(Zero-Emission Multiple Unit (ZEMU) Feasibility Study)**

The Southern California Regional Rail Authority (SCRRA) requests a 3-month Post-Fact time extension for the period of contract award for the Construction (CON) phase of the (2020:7) Metrolink Antelope Valley Line Capital and Service Improvements (Zero-Emission Multiple Unit (ZEMU) Feasibility Study) project. SCRRA has experienced delays in awarding the contract for the CON phase.

The project proposes to complete a study that will assess the potential for operation of multiple unit vehicles to supplement future locomotive-hauled passenger services on the Metrolink Antelope Valley Line.

After allocation, SCRRA selected a consultant to complete the study and was prepared to award the third-party contract within the 6-month TUF deadline but was unable to award the contract due to their agency's policy that requires the funding contract between SCRRA and the Department to be fully executed before awarding a third-party contract. There was a delay in executing the Department's funding contract with SCRRA due to review capacity limitations. As a consequence, while SCRRA was waiting for the Department's funding contract to be fully executed, the contract pricing for the selected consultant expired and SCRRA had to go through the consultant selection process again and eventually awarded the third-party contract on May 23, 2024, 3 months after the 6-month deadline.

SCRRA did not submit a contract award time extension request prior to the 6-month deadline due to a misunderstanding of the award deadline. SCRRA has been reminded of the contract award deadline policy for any future actions.

Therefore, the SCRRA is requesting a 3-month Post-Fact time extension for the period of contract award for the CON phase from February 28, 2024 to May 31, 2024.

MEMORANDUM

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 5-6, 2024

From: STEVEN KECK, Chief Financial Officer

Reference Number: 2.8v.(2), Action Item

Prepared By: James R. Anderson, Chief
Division of Financial Programming

Subject: **REQUEST TO AMEND THE PERIOD OF PROJECT ALLOCATION FOR
STATE HIGHWAY OPERATION AND PROTECTION PROGRAM PROJECTS, AS
AN EXCEPTION TO THE SHOPP GUIDELINES
WAIVER 24-199, AMENDING WAIVER 23-72 AND WAIVER 24-125**

ISSUE:

Should the California Transportation Commission (Commission) amend the period of project allocation for nine State Highway Operation and Protection Program (SHOPP) projects, as identified in the attachment?

RECOMMENDATION:

The California Department of Transportation (Department) recommends that the Commission amend the period of project allocation for nine SHOPP projects, as identified in the attachment.

BACKGROUND:

The Department will not be able to request an allocation of funds by the previously approved deadline as detailed in the attachment. Current SHOPP Guidelines stipulate that the Commission may approve waivers to the Timely Use of Funds deadline, one-time only, for up to 20 months. This request is to provide an exception to the current SHOPP Guidelines.

Attachment

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serves all people and respects the environment."*

**Amendment Time Extension/Waiver - Project Allocation
State Highway Operation and Protection Program**

Project Number: 1
County: Alameda
District: 04
PPNO: 0064A
EA: 15500
Allocation Amount: \$104,355,000
Phase: Construction and Construction Support
1st Waiver: Waiver 23-72
Approved: June 29, 2023
Number of Months Requested: ~~18 months~~ **19 months**
Extended Deadline: ~~12/31/2024~~ **1/31/2025**
Department Recommendation: Support

EA 04-15500 (Project ID: 0414000106): Ala-80, PM 2.0/ 8.0

The Department requests an amendment for an additional 1 month, from 18 months to 19 months, for the allocation of the Construction (CON) phase of the SHOPP Transportation Management Systems improvement project in Alameda, Contra Costa, and Solano Counties.

The Commission approved an 18-month time extension for the project allocation at the June 2023 Commission meeting that will expire on December 31, 2024. The initial request was needed due to the added scope including Middle Mile Broadband Network fiber optic cable and vaults, resulting in additional time needed for railroad permit approvals from Union Pacific Railroad (UPRR), Burlington Northern-Santa Fe (BNSF), and Bay Area Rapid Transit (BART), and also railroad agreement approvals from the California Department of Technology. While railroad permit approvals have been obtained from BNSF and UPRR, the BART railroad permit is still pending due to BART staffing shortfalls.

Therefore, the Department is requesting an exception to the SHOPP Guidelines, for an additional one month to allocate CON from December 31, 2024 to January 31, 2025.

Project Number: 2
County: Fresno
District: 06
PPNO: 7009
EA: 0Y410
Allocation Amount: \$9,054,000
Phase: Construction and Construction Support
1st Waiver: Waiver 24-125
Approved: August 16, 2024
Number of Months Requested: ~~6 months~~ **11 months**
Extended Deadline: ~~12/31/2024~~ **5/31/2025**
Department Recommendation: Support

EA 06-0Y410 (Project ID: 0619000172): Fre-180, PM 47.3/ 48.0

The Department requests an amendment for an additional 5 months, from 6 months to 11 months, for the allocation of the CON phase of the SHOPP Safety improvement project near Rolinda.

The Commission approved a 6-month time extension for project allocation at the August 2024 Commission meeting that will expire on December 31, 2024. The initial request was needed for Right of Way (RW) Certification due to utility conflicts and property acquisition. However, the Department is experiencing prolonged delays due to revised utility relocation plans that require an unexpected additional staging plan. The relocation plans are being designed by the utility company and reviewed by the Department. Additionally, a Resolution of Necessity (RON) will be needed for two of the remaining properties which will be submitted at the January 2025 Commission meeting. A delay in the RON submission is due to the Department learning that there was a change in ownership, and only made aware when the RON was being served. The Ready to List (RTL) certification is anticipated for March 30, 2025, in time for the May 2025 Commission meeting.

Therefore, the Department is requesting an exception to the SHOPP Guidelines, for an additional five months to allocate CON from December 31, 2024 to May 31, 2025.

Project Number: 3
County: Los Angeles
District: 07
PPNO: 5625
EA: 36150
Allocation Amount: \$4,299,000
Phase: Plans, Specifications, and Estimate and Right of Way Support
1st Waiver: Waiver 24-125
Approved: August 16, 2024
Number of Months Requested: ~~6 months~~ **12 months**
Extended Deadline: ~~12/31/2024~~ **6/30/2025**
Department Recommendation: Support

EA 07-36150 (Project ID: 0719000287): LA-1, PM 35.2/46.9

The Department requests an additional 6 months, from 6 months to 12 months, for the allocation of Plans, Specifications, and Estimate (PS&E) and Right of Way (R/W) Support of the SHOPP Pavement Rehabilitation project in Los Angeles County.

The Commission approved a 6-month time extension for project allocation at the August 2024 Commission meeting that will expire on December 31, 2024. The initial request was needed to complete cultural surveys and evaluation reports. The project team needs an additional six months for evaluating safety measures within project limits. Due to a collision on October 17, 2023 which resulted in four fatalities, a Road Safety Audit Report was issued on June 28, 2024, which recommended a list of safety enhancement measures to be incorporated into the project. The project team is currently evaluating the safety measures and would need an additional six months to conduct additional surveys, design analysis, environmental studies, and traffic and safety studies.

Therefore, the Department is requesting an exception to the SHOPP Guidelines, for an additional six months to allocate PS&E and R/W Support from December 31, 2024 to June 30, 2025.

Project Number: 4
County: Riverside
District: 08
PPNO: 3011W
EA: 1J650
Allocation Amount: \$3,468,000
Phase: Plans, Specifications, and Estimate and Right of Way Support
1st Waiver: Waiver 24-125
Approved: August 16, 2024
Number of Months Requested: ~~6 months~~ **7 months**
Extended Deadline: ~~12/31/2024~~ **1/31/2025**
Department Recommendation: Support

EA 08-1J650 (Project ID: 0818000089): Riv-10, PM R0.0/R4.4

The Department requests an amendment for an additional one month, from six months to seven months, for the allocation of the PS&E and R/W Support phases of the SHOPP Roadway Rehabilitation improvement project in Riverside County.

The Commission approved a 6-month time extension for the project allocation at the August 2024 Commission meeting that will expire on December 31, 2024. The initial request was needed to address added traffic handling items. The project team needs an additional one month to address Draft Environmental Document (DED) review comments and complete environmental approvals; there were a substantial number of public comments received.

Therefore, the Department is requesting an exception to the SHOPP Guidelines, for an additional one month to allocate PS&E and R/W Sup from December 31, 2024 to January 31, 2025.

Project Number: 5
County: Riverside
District: 08
PPNO: 3017J
EA: 1L820
Allocation Amount: \$1,649,000
Phase: Plans, Specifications, and Estimate and Right of Way Support
1st Waiver: Waiver 24-125
Approved: August 16, 2024
Number of Months Requested: ~~6 months~~ **9 months**
Extended Deadline: ~~12/31/2024~~ **3/31/2025**
Department Recommendation: Support

EA 08-1L820 (Project ID: 0820000161): Riv-15, PM 30.0/ 33.0

The Department requests an amendment for an additional three months, from six months to nine months, for the allocation of the PS&E and R/W Support phases of the SHOPP Drainage System Restoration improvement project in Riverside County.

The Commission approved a 6-month time extension for the project allocation at the August 2024 Commission meeting that will expire on December 31, 2024. The initial request was needed due to field condition changes and therefore updated culvert rehabilitation strategies. Additional time is necessary to complete environmental approvals. During the review circulation period, comments were made that prompted more time for reviews. An additional 45 day review period of the Determination of Biological Equivalent or Superior Preservation document was required due to the project's footprint falling within the West Riverside Multi Species Habitat Conservation Plan area. This approval is called "Consistency." The project development team had been proceeding with a "Conditional Consistency" approval during the Project Approval and Environmental Document phase but were notified that is no longer an option.

Therefore, the Department is requesting an exception to the SHOPP Guidelines, for an additional three months to allocate PS&E and R/W Support from December 31, 2024 to March 31, 2025.

Project Number: 6
County: San Bernardino
District: 08
PPNO: 3016L
EA: 1L520
Allocation Amount: \$2,522,000
Phase: Plans, Specifications, and Estimate and Right of Way Support
1st Waiver: Waiver 24-125
Approved: August 16, 2024
Number of Months Requested: ~~6 months~~ **9 months**
Extended Deadline: ~~12/31/2024~~ **3/31/2025**
Department Recommendation: Support

EA 08-1L520 (Project ID: 0820000090): SBD-210, PM 20.8

The Department requests an additional three months, from six months to nine months, for the allocation of the PS&E and R/W Support phases of the SHOPP Bridge Seismic Restoration improvement project in San Bernardino County.

The Commission approved a 6-month time extension for project allocation at the August 2024 Commission meeting that will expire on December 31, 2024. The initial request was needed to complete changes to the seismic retrofit scope of work to account for the presence of a seismic fault zone. The project team needs an additional three months to address DED review comments and complete environmental approvals; there were a substantial number of public comments received. In addition, concurrence is pending from the United States Fish and Wildlife on the Programmatic Biological Opinion. Submittal to State Clearinghouse for the 30-day Statue of Limitations period is also pending with a target date on January 10, 2025.

Therefore, the Department is requesting an exception to the SHOPP Guidelines, for an additional three months to allocate PS&E and R/W Support from December 31, 2024 to March 31, 2025.

Project Number: 7
County: Inyo
District: 09
PPNO: 2671
EA: 37900
Allocation Amount: \$50,334,000
Phase: Construction and Construction Support
1st Waiver: Waiver 24-125
Approved: August 16, 2024
Number of Months Requested: ~~6 months~~ **14 months**
Extended Deadline: ~~12/31/2024~~ **8/31/2025**
Department Recommendation: Support

EA 09-37900 (Project ID: 0919000004): Iny-395, PM R65.0R/ 76.0

The Department requests an amendment for an additional 8 months, from 6 months to 14 months, for the allocation of the CON phase of the SHOPP Roadway Rehabilitation improvement project in Inyo County.

The Commission approved a 6-month time extension for the project allocation at the August 2024 Commission meeting that will expire on December 31, 2024. The initial request was needed to acquire a Temporary Construction Easement on a parcel owned by the Los Angeles Department of Water and Power. Additional time is necessary for the District to remove in full the consultant's preparation responsibilities of PS&E and complete PS&E design and reviews in-house by District staff. The consultant has failed to keep the design on schedule. At 95 percent design review, significant redlines were provided to the consultant. At PS&E to District Office Engineer review, the submittal was 60-days late and missing specifications and estimate. Additionally, a majority of the redlines had not been addressed causing additional review meetings with functional units. Due to the consultant's lack of responsiveness, on July 24, 2024, the District extracted 50 percent of the plans preparation responsibility from the consultant and reassigned to District staff for completion. When the consultant submitted its 50 percent portion of the plans for a second review, many of the redlines still had not been addressed. As a result, on September 17, 2024, the District canceled its task order with the contractor and brought all work in-house to deliver the project.

Therefore, the Department is requesting an exception to the SHOPP Guidelines, for an additional eight months to allocate CON from December 31, 2024 to August 31, 2025.

Project Number: 8
County: Alpine
District: 10
PPNO: 1044
EA: 0J720
Allocation Amount: \$41,887,000
Phase: Construction and Construction Support
1st Waiver: Waiver 24-125
Approved: August 16, 2024
Number of Months Requested: ~~6 months~~ **14 months**
Extended Deadline: ~~12/31/2024~~ **8/31/2025**
Department Recommendation: Support

EA 10-0J720 (Project ID: 1018000271): Alp-4, PM R0.0/31.7

The Department requests an amendment for an additional 8 months, from 6 months to 14 months, for the allocation of the CON phase of the SHOPP Pavement improvement project near Bear Valley.

The Commission approved a 6-month time extension for project allocation at the August 2024 Commission meeting that will expire on December 31, 2024. The initial request was needed for obtaining concurrence from the Cultural Study Office and State Historic Preservation Officer. The Department has been working with the Stanislaus National Forest Service (SNFS) to expedite the required Temporary Construction Encroachment Permits. However, recent forest fires have delayed progress. On August 27, 2024, the SNFS notified the Department that they will be reviewing and analyzing resource impacts including recently listed species which will take an additional six months. After which, an additional three months will be needed for signatures and updating contract documents. The anticipated RTL date is June 25, 2024, in time for the August 2025 Commission meeting.

Therefore, the Department is requesting an exception to the SHOPP Guidelines, for an additional eight months to allocate CON from December 31, 2024 to August 31, 2025.

Project Number: 9
County: San Joaquin
District: 10
PPNO: 3277
EA: 1C050
Allocation Amount: \$41,687,000
Phase: Construction and Construction Support
1st Waiver: Waiver 24-125
Approved: August 16, 2024
Number of Months Requested: ~~7 months~~ **12 months**
Extended Deadline: ~~1/31/2025~~ **6/30/2025**
Department Recommendation: Support

EA 10-1C050 (Project ID: 1017000178): SJ-4, PM 19.5/38.1

The Department requests an amendment for an additional 5 months, from 7 months to 12 months, for the allocation of the CON phase of the SHOPP Pavement improvement project near Stockton.

The Commission approved a 7-month time extension for project allocation at the August 2024 Commission meeting that will expire on January 31, 2025. The initial request was needed for the Utility Agreement with Pacific Gas & Electric to adjust utility covers to grade. Meanwhile during 95 percent constructability review in August 2024, the Department reached out to San Joaquin County Public Works Department and received concerns of potential flooding issues for a section of roadway near Farmington. Earlier in the project development, the Department took a strategic risk based on Department forces' observations of the past six years to have minimal drainage issues. However, the need to get local stakeholder support for this project precipitated the redesign of the roadway cross slope, drainage, curb, gutter, sidewalks, and Americans with Disabilities Act facilities to address the impact of 100-year flood events. Additional time is needed for the hydraulic review by San Joaquin County of the revised design and any necessary updates to the construction easement and environmental clearance revalidation. This will take an additional five months, in time for an allocation at the June 2025 Commission meeting.

Therefore, the Department is requesting an exception to the SHOPP Guidelines, for an additional five months to allocate CON from January 31, 2025 to June 30, 2025.

MEMORANDUM

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 5-6, 2024

From: STEVEN KECK, Chief Financial Officer

Reference Number: 2.8v.(3), Action Item

Prepared By: James R. Anderson, Chief
Division of Financial Programming

Subject: **REQUEST TO AMEND THE PERIOD OF CONTRACT AWARD FOR A
STATE HIGHWAY OPERATION AND PROTECTION PROGRAM PROJECT, AS
AN EXCEPTION TO THE SHOPP GUIDELINES
WAIVER 24-200, AMENDING WAIVER 24-25**

ISSUE:

Should the California Transportation Commission (Commission) amend the period of contract award for the State Highway Operation and Protection Program (SHOPP) Pavement Rehabilitation 2R project (PPNO 5382), in Los Angeles County, for the time period as identified in the attachment?

RECOMMENDATION:

The California Department of Transportation (Department) recommends that the Commission amend the period of contract award for the SHOPP Pavement Rehabilitation 2R project (PPNO 5382), in Los Angeles County for the time period as identified in the attachment.

BACKGROUND:

In August 2023, the Commission allocated \$124,289,000 in Construction Capital (CON/CON Support) for the SHOPP Pavement Rehabilitation 2R project (PPNO 5382). In accordance with the SHOPP Guidelines (Guidelines), the deadline to award contracts for projects allocated in August 2023 is February 29, 2024. The project requested and received a contract award time extension as identified in the attachment. However, the Department is requesting an exception to the Guidelines for additional time to award the project. The attachment shows the details of the project and the delays that have resulted in the amended time extension request.

Current Guidelines stipulate that the agency implementing a project request a time extension if the project will not be awarded within one Commission meeting after expiration. Expiration of construction funds occurs six months after a project receives its CON allocation. The Commission may approve waivers to the timely use of funds deadline, one-time only, for up to 20 months.

Attachment

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**Amendment Time Extension/Waiver – Contract Award for
State Highway Operation and Protection Program**

Project Number: 1
County: Los Angeles
District: 07
PPNO: 5382
EA: 34790
Route: 405
Phase: Construction
Allocation Amount: \$124,289,000
Allocation Date: 08/17/2023
1st Waiver: Waiver 24-25
Approved: March 2024
Number of Months Requested: ~~10 Months~~ **14 Months**
Extended Deadline: ~~12/31/2024~~ **04/30/2025**
Department Recommendation: Support

SHOPP Pavement Rehabilitation 2R project

The Department requests an additional 4 months, from 10 months to 14 months, for the period of contract award for the Construction (CON) phase of the SHOPP Pavement Rehabilitation 2R project. The Department has experienced unexpected delays in awarding the project.

The project is located on Interstate 405, in and near the city of Los Angeles, from south of Wilshire Boulevard to Victory Boulevard. The project will rehabilitate the roadway and culverts, replace bridge approach and departure slabs, replace overhead sign structures and sign panels, upgrade Transportation Management System elements, upgrade guardrail, and facilities to the Americans with Disabilities Act standards.

Initially, the project was advertised in October 2023, and bid opening was scheduled in December 2023. However, bid opening was delayed to February 2024 due to time required to respond to the bidders' inquiries and to develop an addendum to address bidders concerns. The project had 22 plan holders and received only two bids. The lowest bidder was 20 percent above the Engineers Estimate (EE) and the second lowest bidder was 30 percent above the EE. During bid analysis, the Department discovered unintentional errors in the contract documents. The cold-plane quantity was incorrect, and the concrete barrier quantity was missing from the package. As a result, the Department rejected all the bids and decided to amend and re-advertise the project. In May 2024, the Commission approved Supplemental funds in the amount of \$27,604,000 to re-advertise the project. The Department revised the construction contract package and readvertised the project in September 2024. The bid opening is scheduled for November 2024 and the current award deadline is December 2024. The revisions and repackaging took longer than anticipated and the Department needs a few more months to adequately analyze bids, address bidders' inquiries, resolve potential bidder protests and

perform other activities needed to award the contract. The Department anticipates awarding the project by April 30, 2025.

Therefore, the Department is requesting an exception to the Guidelines for an additional four months, from December 31, 2024 to April 30, 2025, to allow for sufficient time to award the contract.

MEMORANDUM

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 5-6, 2024

From: STEVEN KECK, Chief Financial Officer

Reference Number: 2.8v.(4), Action Item

Prepared By: Dee Lam, Chief
Division of Local Assistance

Subject: **REQUEST TO AMEND THE PERIOD OF PROJECT DEVELOPMENT
EXPENDITURE FOR TRANSIT AND INTERCITY RAIL CAPITAL PROGRAM
COMPONENTS
WAIVER 24-201, AMENDING WAIVER 23-62**

ISSUE:

Should the California Transportation Commission (Commission) amend the period of project development expenditure for six Transit and Intercity Rail Capital Program (TIRCP) (2018:19) Valley Rail components, for the time periods as identified in the attachment?

RECOMMENDATION:

The California Department of Transportation (Department) recommends that the Commission amend the period of project development expenditure for six TIRCP (2018:19) Valley Rail components, for the time periods as identified in the attachment.

BACKGROUND:

In January 2021, the Commission allocated \$38,946,000 for six TIRCP (2018:19) Valley Rail components identified in the attachment. The responsible agency has been unable to complete the project components per the Timely Use of Funds (TUF) policy and is now requesting a time extension amendment for the period of project development expenditure.

The current TIRCP Allocation Policy stipulates that the agency implementing a project component request a time extension if the project component will not be completed within the specified timeline. Under the TUF policy, an extension can be requested for up to 20 months for each delivery milestone, where permissible by statute. The attachment describes the details of the project components and the explanation of the delays.

Attachment

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**Amendment Time Extension/Waiver – Project Development Expenditure
Transit and Intercity Rail Capital Program**

Project Number: 1
Applicant: San Joaquin Regional Rail Commission
County: San Joaquin
District: 10
PPNO: CP035D
Allocation Amount: \$500,000
Remaining Balance: \$4,357,000
Phase: Plans, Specifications, and Estimate
Allocation Date: 01/28/2021
Allocation Resolution: TIRCP-2021-10
1st Waiver: Waiver 23-62
Approved: May 2023
Number of Months Requested: ~~20 Months~~ **40 Months**
Extended Deadline: ~~02/28/2025~~ **10/31/2026**
Department Recommendation: Support

(2018:19) Valley Rail (Lodi Station)

The San Joaquin Regional Rail Commission (SJRRRC) requests an additional 20 months, from 20 months to 40 months, for the period of project development expenditure for the Plans, Specifications, and Estimate (PS&E) phase of the (2018:19) Valley Rail (Lodi Station) component. SJRRRC experienced unexpected delays during the PS&E phase.

This project will implement new daily roundtrips for the Amtrak San Joaquin service to Sacramento. This project also extends Altamont Corridor Express (ACE) service to Sacramento and to Ceres and Merced.

In January 2021, the Commission approved an allocation of \$7,913,000 for the PS&E phase of the Final Design component of the (2018:19) Valley Rail project. In June 2021, an allocation amendment was approved to change the component name to Trackwork and Stations: Lodi, City College, Midtown, Natomas Station, and Layover Facility and UPRR Track Work. In August 2021, the Commission allocated an additional \$14,460,000 for the PS&E phase of the component. In August 2022, two allocation amendments were approved to officially separate the PS&E phase allocations into multiple components. The allocation of \$7,913,000 was separated into seven components, in which the Lodi Station component received \$500,000. The allocation of \$14,460,000 was separated into 11 components, in which the Lodi Station component received \$5,546,000, bringing the PS&E total of this component to \$6,046,000.

The PS&E phase is delayed due to ongoing coordination efforts with the Department, Pacific Gas and Electric (PG&E), and Union Pacific Railroad (UPRR). SJRRRC received 10 percent

track design approval in May 2023. However, this project includes a full-access driveway on State Route 4 near the UPRR crossing, which required additional traffic counts. After obtaining the data, the Department asked for the driveway to be revised to a right-in, right-out configuration. A Traffic Study was provided to the Department by SJRRC in August 2024. The SJRRC design team continues to coordinate with the Department on the improvements at State Route 4. On the track design portion of the project, UPRR rejected the proposed extension of an existing drainage culvert and mandated the construction of a new double-track bridge, complicating the structural design and extending the timeline beyond the current deadline of February 28, 2025. In June 2024, a revised bridge concept was submitted and was then rejected in July 2024. In July 2024, the 25 percent track submittal was approved, and a 25 percent site walk was conducted. Additionally, a high-pressure PG&E gas line conflicts with proposed improvements, which has led to challenges in coordinating its relocation. A preliminary engineering agreement has been made with PG&E but resolving the conflict has taken longer than expected. Due to these delays, additional time is needed to complete the PS&E phase.

As of October 2024, PS&E work for this component is approximately 60 percent complete. SJRRC estimates they can obtain an encroachment permit from the Department and complete coordination with PG&E by July 2025. SJRRC has received formal comments on the design from the Department. Bi-weekly coordination calls are being conducted with PG&E and SJRRC is looking at alternative relocation options that will not require PG&E variances. SJRRC will continue to coordinate with UPRR on the structural design of the bridge and accelerate design concepts. SJRRC's current schedule shows that final design can be completed and approved by December 25, 2025. There is a concurrent time extension amendment request for the period of project development expenditure for the Right of Way (RW) phase under this same item.

Therefore, SJRRC is requesting an additional 20 months for the period of project development expenditure for the PS&E phase from February 28, 2025 to October 31, 2026.

Project Number: 2
Applicant: San Joaquin Regional Rail Commission
County: San Joaquin
District: 10
PPNO: CP035D
Allocation Amount: \$2,985,000
Remaining Balance: \$6,718,000
Phase: Right of Way
Allocation Date: 01/28/2021
Allocation Resolution: TIRCP-2021-10
1st Waiver: Waiver 23-62
Approved: May 2023
Number of Months Requested: ~~20 Months~~ **40 Months**
Extended Deadline: ~~02/28/2025~~ **10/31/2026**
Department Recommendation: Support

(2018:19) Valley Rail (Lodi Station)

SJRRC requests an additional 20 months, from 20 months to 40 months, for the period of project development expenditure for the Right of Way (RW) phase of the (2018:19) Valley Rail (Lodi Station) component. SJRRC experienced unexpected delays in the RW phase.

This project will implement new daily roundtrips for the Amtrak San Joaquin service to Sacramento. This project also extends ACE service to Sacramento and to Ceres and Merced.

In January 2021, the Commission approved an allocation of \$9,599,000 for the RW phase of the Acquisition of Right of Way component of the (2018:19) Valley Rail project. In June 2021, an allocation amendment was approved to change the component name to Trackwork and Stations: Lodi, City College, Midtown, Natomas Station, and Layover Facility and UPRR Track Work. In August 2022, an allocation amendment was approved to officially separate the RW allocation into five separate components, in which the Lodi Station component received \$2,985,000. In May 2023, the Commission approved a supplemental allocation for \$4,000,000, bringing the RW phase total of the Lodi Station component to \$6,985,000.

The RW phase is delayed due to the relocation of a gas line and ongoing negotiations with a property owner. Although the RW and PS&E phases can be completed concurrently, the amount of property required is dependent on the station design. The project area contains a high-pressure PG&E gas line that conflicts with the proposed improvements. SJRRC recently entered into a preliminary engineering agreement with PG&E to support the gas line relocation effort. One potential solution is to redesign the pedestrian underpass as a pedestrian overcrossing to avoid the gas line conflict, which impacts both the PS&E and RW phase. Recently, the design team has been able to hold recurring design coordination meetings with PG&E and progress is being made. SJRRC has been working with property owners since October 2023. Disagreements over the appraisal and commercial terms have delayed

progress on the acquisition side. SJRRC made its initial offer on October 21, 2023. By November 2023, it was noted that there was disagreement with SJRRC's appraisal, and the seller intended to obtain their own. In December 2023, SJRRC was informed that the appraisal would be ready by January 2024. In August 2024, SJRRC was informed that the appraisal had been received, and a request for further negotiation followed. Although the owner is willing to complete the sale, they have not been able to agree on commercial terms with SJRRC. SJRRC is currently avoiding eminent domain and is aiming to resolve the terms through a purchase and sale agreement.

SJRRC is actively working to resolve the delays through continued coordination with PG&E and the property owner. Bi-weekly coordination calls are being conducted with PG&E and SJRRC is looking at alternative relocation options that will not require PG&E variances. With the additional 20 months, SJRRC expects that RW can be completed and approved by December 1, 2025. There is a concurrent time extension amendment request for the period of project development expenditure for the PS&E phase under this same item.

Therefore, SJRRC is requesting an additional 20 months for the period of project development expenditure for the RW phase from February 28, 2025 to October 31, 2026.

Project Number: 3
Applicant: San Joaquin Regional Rail Commission
County: Sacramento
District: 3
PPNO: CP035B
Allocation Amount: \$2,331,000
Remaining Balance: \$1,102,000
Phase: Plans, Specifications, and Estimate
Allocation Date: 01/28/2021
Allocation Resolution: TIRCP-2021-10
1st Waiver: Waiver 23-62
Approved: May 2023
Number of Months Requested: ~~20 Months~~ **40 Months**
Extended Deadline: ~~02/28/2025~~ **10/31/2026**
Department Recommendation: Support

(2018:19) Valley Rail (Natomas Station and Layover Facility)

The SJRRC requests an additional 20 months, from 20 months to 40 months, for the period of project development expenditure for the PS&E phase of the (2018:19) Valley Rail (Natomas Station and Layover Facility) component. SJRRC experienced unexpected delays during the PS&E phase.

This project will implement new daily roundtrips for the Amtrak San Joaquin service to Sacramento. This project also extends ACE service to Sacramento and to Ceres and Merced.

In January 2021, the Commission approved an allocation of \$7,913,000 for the PS&E phase of the Final Design component of the (2018:19) Valley Rail project. In June 2021, an allocation amendment was approved to change the component name to Trackwork and Stations: Lodi, City College, Midtown, Natomas Station, and Layover Facility and UPRR Track Work. In August 2021, the Commission allocated an additional \$14,460,000 for the PS&E phase of the component. In August 2022, two allocation amendments were approved to officially separate the PS&E phase allocations into multiple components. The allocation of \$7,913,000 was separated into seven components, in which the Natomas Station and Layover Facility component received \$2,331,000. The allocation of \$14,460,000 was separated into 11 components, in which the Natomas Station and Layover Facility component received \$425,000. In August 2023, the Commission approved a supplemental allocation of \$300,000, bringing the PS&E phase total of the component to \$3,056,000.

The project delays primarily stem from the acquisition process for two parcels, both involving partial takes that are currently in the acquisition process. The process involves continuing negotiations to acquire property and emerging issues requiring coordination with regulatory agencies that cannot be scheduled with precision. However, progress has been made in the PS&E phase. In May 2024, the 25 percent track design submittal was approved, and a

25 percent site walk was conducted with UPRR. In June 2024, UPRR rejected a retaining wall structural submittal for one of the parcels. In July 2024, SJRRC negotiated with UPRR on additional requirements for the retaining wall. In August 2024, UPRR approved the revised retaining wall structural submittal. Given the complexities of regulatory processes and continued coordination to complete RW negotiations, SJRRC is requesting additional time to complete the PS&E phase.

At present, design for this component is 65 percent complete. SJRRC will continue coordination with property owners and regulatory agencies. With the additional time, SJRRC expects that final design can be completed and approved by March 30, 2026. There is a concurrent time extension amendment request for the period of project development expenditure for the RW phase under this same item.

Therefore, SJRRC is requesting an additional 20 months for the period of project development expenditure for the PS&E phase from February 28, 2025 to October 31, 2026.

Project Number: 4
Applicant: San Joaquin Regional Rail Commission
County: Sacramento
District: 3
PPNO: CP035B
Allocation Amount: \$4,927,000
Remaining Balance: \$863,000
Phase: Right of Way
Allocation Date: 01/28/2021
Allocation Resolution: TIRCP-2021-10
1st Waiver: Waiver 23-62
Approved: May 2023
Number of Months Requested: ~~20 Months~~ **40 Months**
Extended Deadline: ~~02/28/2025~~ **10/31/2026**
Department Recommendation: Support

(2018:19) Valley Rail (Natomas Station and Layover Facility)

SJRRC requests an additional 20 months, from 20 months to 40 months, for the period of project development expenditure for the RW phase of the (2018:19) Valley Rail (Natomas Station and Layover Facility) component. SJRRC experienced unexpected delays during the RW phase.

This project will implement new daily roundtrips for the Amtrak San Joaquin service to Sacramento. This project also extends ACE service to Sacramento and to Ceres and Merced.

In January 2021, the Commission approved an allocation of \$9,599,000 for the RW phase of the Acquisition of Right of Way component of the (2018:19) Valley Rail project. In June 2021, an allocation amendment was approved to change the component name to Trackwork and Stations: Lodi, City College, Midtown, Natomas Station, and Layover Facility and UPRR Track Work. In August 2022, an allocation amendment was approved to officially separate the RW allocation into five separate components, in which the Natomas Station and Layover Facility component received \$4,927,000. At the same meeting, a supplemental allocation for \$5,433,000 was approved for the component. In August 2023, a second supplemental was approved for \$682,000, bringing the RW phase total of the Natomas Station and Layover Facility component to \$11,042,000.

The project delays primarily stem from the acquisition process for two parcels, both involving partial takes that are currently in the acquisition process. The process for this project involves continuing negotiations to acquire property and emerging issues requiring coordination with regulatory agencies that cannot be anticipated or scheduled with precision. Parcel A has retained legal counsel due to concerns about impacts on their business, including drainage, lighting, security, and fencing. The Design Team has conducted meetings and prepared exhibits to clarify the project's intentions, as the final property line is subject to mutual agreement, and SJRRC prefers to resolve issues through a purchase agreement rather than

eminent domain. For Parcel B, located within the Sacramento Area Flood Control Agency's (SAFCA) detention area, SJRRC has faced extended coordination efforts with SAFCA, which determined that an aquatic resource assessment was needed from the U.S. Army Corps of Engineers (USACE). The Regulatory Division of the USACE responded in August and September 2024, noting that a technical paper would need to be submitted in order for them to prioritize this review, and encouraged a meeting between all parties to find a resolution. Compliance with the USACE Regulations is being initiated, and SJRRC does not expect to complete the compliance review process within the TUF. USACE may require a complete review of the biological opinion, which US Environmental Protection Agency has the right to review.

The SJRRC Right of Way Acquisitions team continues to actively coordinate with Parcel A's legal counsel. SJRRC will conduct coordination meetings with USACE and SAFCA to resolve the aquatic resources issue. Given the complexities of regulatory processes and the time required for engagement with stakeholders, SJRRC is requesting additional time to complete the RW phase. With the additional time, SJRRC expects RW can be completed and approved by February 1, 2026. There is a concurrent time extension amendment request for the period of project development expenditure for the PS&E phase under this same item.

Therefore, SJRRC is requesting an additional 20 months for the period of project development expenditure for the RW phase from February 28, 2025 to October 31, 2026.

Project Number: 5
Applicant: San Joaquin Regional Rail Commission
County: Sacramento
District: 3
PPNO: CP035E
Allocation Amount: \$8,002,000
Remaining Balance: \$2,940,000
Phase: Plans, Specifications, and Estimate
Allocation Date: 01/28/2021
Allocation Resolution: TIRCP-2021-10
1st Waiver: Waiver 23-62
Approved: May 2023
Number of Months Requested: ~~20 Months~~ **32 Months**
Extended Deadline: ~~02/28/2025~~ **02/28/2026**
Department Recommendation: Support

(2018:19) Valley Rail (Midtown Station)

The SJRRC requests an additional 12 months, from 20 months to 32 months, for the period of project development expenditure for the PS&E phase of the (2018:19) Valley Rail (Midtown Station) component. SJRRC has experienced unexpected delays during the PS&E phase.

This project will implement new daily roundtrips for the Amtrak San Joaquin service to Sacramento. This project also extends ACE service to Sacramento and to Ceres and Merced.

In January 2021, the Commission approved an allocation of \$7,913,000 for the PS&E phase of the Final Design component of the (2018:19) Valley Rail project. In June 2021, an allocation amendment was approved to change the component name to Trackwork and Stations: Lodi, City College, Midtown, Natomas Station, and Layover Facility and UPRR Track Work. In August 2021, the Commission allocated an additional \$14,460,000 for the PS&E phase of the component. In August 2022, two allocation amendments were approved to officially separate the PS&E phase allocations into multiple components. The allocation of \$7,913,000 was separated into seven components, in which the Midtown Station component received \$802,000. The allocation of \$14,460,000 was separated into 11 components, in which the Midtown Station component received \$5,309,000, bringing the PS&E phase total of the component to \$6,111,000.

The PS&E phase is delayed due to design revisions of the track configuration required by UPRR. Originally, the project scope involved adding a second track and extending it through Q Street. In January 2023, SJRRC submitted a 25 percent design based on the initial outcome direction received by UPRR. However, the original design was rejected by UPRR in July 2023 due to problems with the track configuration within the highly constrained project site. After working with UPRR to resolve the design issues, SJRRC submitted a second round of 25 percent design in September 2023, which was rejected again in October 2023. As a result

of the second rejection, SJRRC coordinated with UPRR's Network Planning Team to decide on shortening the track extension and not extending a second track through Q Street. In March 2024, the new plan was accepted by UPRR in the third round of 25 percent design submittals. In May 2024, a 25 percent site walk was conducted with UPRR to resolve any remaining track key issues. In July 2024, SJRRC submitted the 30 percent track design, which UPRR approved in August 2024.

Additionally, UPRR expressed concerns on the configuration of Q Street due to the platform being within 300 feet of the crossing, which is a design deviation from UPRR standards. SJRRC has been working with UPRR to provide extensive studies and analysis of this design reconfiguration. After working with the City of Sacramento's Roadway Authority and the City of Sacramento, SJRRC is now in the fourth round of comments and anticipates resubmitting the concept design in October 2024 for approval. This change in direction that SJRRC received from UPRR resulted in unanticipated changes and an overall delay to the completion of design for the project.

As of September 2024, 100 percent of the station design is complete, and 90 percent of the track design is in progress. SJRRC plans to submit the 100 percent station design in December 2024, after the 90 percent track design is approved by UPRR. SJRRC's current schedule shows 100 percent track submittal and UPRR approval by April 2025.

SJRRC is requesting additional time beyond the anticipated April 2025 completion to account for potential schedule impacts from continued feedback from UPRR. There is a concurrent time extension amendment request for the period of project development expenditure for the RW phase under this same item.

Therefore, SJRRC is requesting an additional 12 months for the period of project development expenditure for the PS&E phase from February 28, 2025 to February 28, 2026.

Project Number: 6
Applicant: San Joaquin Regional Rail Commission
County: Sacramento
District: 3
PPNO: CP035E
Allocation Amount: \$56,000
Remaining Balance: \$5,677,000
Phase: Right of Way
Allocation Date: 01/28/2021
Allocation Resolution: TIRCP-2021-10
1st Waiver: Waiver 23-62
Approved: May 2023
Number of Months Requested: ~~20 Months~~ **32 Months**
Extended Deadline: ~~02/28/2025~~ **02/28/2026**
Department Recommendation: Support

(2018:19) Valley Rail (Midtown Station)

The SJRRC requests an additional 12 months, from 20 months to 32 months, for the period of project expenditure for the RW phase of the (2018:19) Valley Rail (Midtown Station) component. SJRRC has experienced unexpected delays during the RW phase.

This project will implement new daily roundtrips for the Amtrak San Joaquin service to Sacramento. This project also extends ACE service to Sacramento and to Ceres and Merced.

In January 2021, the Commission approved an allocation of \$9,599,000 for the RW phase of the Acquisition of Right of Way component of the (2018:19) Valley Rail project. In June 2021, an allocation amendment was approved to change the component name to Trackwork and Stations: Lodi, City College, Midtown, Natomas Station, and Layover Facility and UPRR Track Work. In August 2022, an allocation amendment was approved to officially separate the RW allocation into five separate components, in which the Midtown Station component received \$56,000. In May 2023, the Commission approved a supplemental allocation for \$5,650,000, bringing the RW phase total of the Midtown Station component to \$5,706,000.

Based on diagnostic feedback from the City of Sacramento and stakeholders in October 2022 and the UPRR 25 percent site walk in May 2024, SJRRC was informed that several permanent and Temporary Construction Easements were needed for permanent construction and temporary staging areas. The proposed area is owned by Sacramento Regional Transit (SacRT). SJRRC was unaware of the need for permanent or temporary easements as project elements in the RW phase. SacRT has offered a refined approach to determine the valuation of the permanent easement needed for the SacRT property. The refined approach may shorten the duration and steps required as part of the permanent easement. However, SacRT must consult with the Federal Transit Administration for approval of the refined valuation

approach, which includes extensive coordination and has led to further delays in the RW phase.

Additionally, there have been delays in executing the separate agreements involving UPRR, the roadway authority, several utility agencies, and SJRRC that are required prior to starting construction. UPRR's standard procedure is to begin drafting the agreements after the final design approval, but SJRRC is working closely with UPRR to initiate the agreements before the design is at 100 percent approval. SJRRC is also working diligently to complete all other non-UPRR agreements before the design phase is complete. There is a concurrent time extension amendment request for the period of project development expenditure for the PS&E phase under this same item.

Therefore, SJRRC is requesting an additional 12 months for the period of project development expenditure for the RW phase from February 28, 2025 to February 28, 2026.