

MEMORANDUM

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: June 25-26, 2026

From: STEVEN KECK, Chief Financial Officer

Reference Number: 3.18, Information Item

Prepared By: James R. Anderson, Chief
Division of Financial Programming

Subject: **REPORT OF FINAL EXPENDITURES FOR STIP PROJECTS AT CLOSEOUT**

SUMMARY:

The California Transportation Commission (Commission) is presenting this as an informational item to report final support expenditures for one State Transportation Improvement Program (STIP) project.

BACKGROUND:

Current STIP Guidelines under Resolution G-23-58, adopted by the Commission on August 16, 2023, stipulate that the Commission will maintain a long-term balance of county shares and interregional shares, as specified in Streets and Highways Code Section 188.11. Typically, share balance adjustments for final project development and right of way are reported to the Commission at the time of construction allocation. However, this project was programmed for pre-construction components only and does not require a Commission action. Final expenditure details for this project are listed on the attached spreadsheet. The California Department of Transportation has officially notified the regional transportation planning agencies of this report.

Attachment

Report of Final Expenditures for STIP Projects at Closeout
 (x\$1,000)

Dist	Co	Rte	PPNO	PA&ED		PS&E		R/W Support		R/W	
6	KER	14	8042B								
Project Title				Programmed	Final Expenditures	Programmed	Final Expenditures	Programmed	Final Expenditures	Programmed	Final Expenditures
Freeman Gulch Widening - Segment 2											
Program			RIP			\$2,210	\$890				
			IIP			\$1,481	\$622				
Comments:				<p>Segment 2 of the Freeman Gulch Widening project advanced to the preliminary stage with a PS&E allocation of \$3.250 million in 2012; however, progress stalled after initial design work. Following the 2016 transfer from District 6 to District 9 and competing statewide funding priorities during the 2018 STIP cycle, no further development occurred, and the allocated funds were carried forward without advancement. The PS&E and Right of Way phases were ultimately shelved in 2019, leaving the segment incomplete and in need of updated environmental and design work. The project is now anticipated to seek Interregional Transportation Improvement Program (ITIP) funding in the 2028 Interregional Transportation Plan (ITP) cycle to restart these efforts.</p>							