

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: December 2-3, 2020

From: MITCH WEISS, Executive Director

Reference Number: 4.7, Action

Prepared By: Christine Gordon
Associate Deputy Director

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Subject: 2020 Local Partnership Competitive Program Adoption – Program of Projects, Resolution G-20-79

Recommendation:

Staff recommends the California Transportation Commission (Commission) adopt the staff recommended (Attachment B) 2020 Local Partnership Competitive Program, consistent with the attached resolution.

Issue:

The Commission established the 2020 Local Partnership Competitive Program as a three-year, \$216 million (Fiscal Years 2020-21 through 2022-23) program. The 2020 Local Partnership Competitive Program proposes to program 21 projects for a total of \$213 million. These projects combined are valued at more than \$1.4 billion.

The recommend program of projects includes an overprogrammed amount of \$28 million for two projects listed on the contingency list to be funded with unused incentive funding set-aside each Fiscal Year. The unused incentive funding available for Fiscal Year 2020-21 is \$4 million, with a maximum available of \$20 million over the three-year period. Any overprogrammed amount on the contingency list will be deducted from the Local Partnership Competitive Program in the subsequent programming cycle.

The recommendation includes a variety of projects that provide multimodal transportation improvements in localities across the state. Collectively, the projects recommended will maintain roadways, construct high occupancy vehicle (HOV), high occupancy tolling (express), and auxiliary lanes; active transportation improvements; bridge improvements; transit improvements; traffic management system enhancements; local road improvements and rehabilitation; and a soundwall.

The recommended list was posted on the Commission's website on November 16, 2020 and is included in the book item as Attachment B.

Development of Staff Recommendations

The Commission received 62 project nominations seeking over \$647 million. An evaluation team, consisting of Commission and Caltrans staff, reviewed project nominations based on the screening and evaluation criteria set forth in the Commission's adopted Local Partnership Guidelines. Due to the competitive nature of this program, staff evaluations were limited to documentation submitted with the application package including the required performance metrics outlined in the program guidelines.

Recommendations for funding are set forth on the attached list of projects. The recommended projects were determined to be the projects that best address the criteria as outlined in the guidelines. Based on the information submitted by applicants, the recommended projects are anticipated to provide the following benefits over 20 years:

- Reduce 509 million vehicle miles traveled
- Reduce 1.3 million tons of greenhouse gas (CO₂) emissions
- Save 44 million person hours of travel time
- Create over 12,000 jobs over the next several years

The projects recommended for funding include:

- 12 Local Road Improvements: active transportation, new and modified bridges, complete streets, connectors, gap closures, road rehabilitation, traffic management system enhancements, safety improvements
- 5 Highway Improvements - Interchanges, HOV, auxiliary, and express lanes
- 2 Active Transportation - Gap closure and safe routes to school
- 1 Transit: Bus-priority lanes, bus mobile validators, transit signal improvements
- 1 Soundwall

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

Projects not recommended for funding were considered less competitive for a variety of reasons including: start of construction outside the funding cycle, less committed funds per program dollar leveraged, less benefit demonstrated when compared to cost, and minimal quantifiable air quality improvements demonstrated. Lastly, two projects were deemed

ineligible based on information provided in the application. The projects not recommended for funding are, by and large, worthy projects though not as competitive for this program cycle.

Project Highlights

The recommended projects include a variety of benefits that include: reduction of vehicle miles traveled, safety improvements, increase mobility and accessibility, bridge improvements, increase pavement conditions, reduction of greenhouse gas emissions, and advance transportation and housing goals. The following highlights a few projects contained in the staff recommendations:

- **Mill Street Reconstruction, Sidewalk, Drainage, and Asphalt Replacement, \$1,065,000**- in the City of Point Arena the project will remove and regrade roadway, install subsurface drainage, replace sidewalk, and repave roadway. The project will improve safety and pavement conditions, reduce greenhouse gas emissions by improving pavement conditions and increasing active transportation.
- **Golden State Corridor Infrastructure Improvements and Economic Development, \$7,000,000** - in the Cities of Fowler, Selma and Kingsburg, the project will reconstruct and rehabilitate pavement, realign intersections, install three traffic signals, add vehicle turn lanes, construct roadway medians, provide crosswalk improvements, install sidewalk across railroad tracks, add railroad safety features, improve drainage facilities, install ADA compliant facilities upgrades, install street lights, guardrails, and landscaping, rehabilitate bike lane pavement, and upgrade to buffered bike lanes. The project will reduce greenhouse gas emissions, improve safety and pavement conditions, stimulate housing and economic development, increase mobility and accessibility, and promote alternative modes of transportation.
- **Bike Up & Down in Uptown, \$7,000,000** – in the City of San Diego, the project will construct two key bikeways between Uptown San Diego and adjoining communities, construct protected bikeways, traffic calming, safety improvements, and pedestrian improvements closing a missing link between Uptown San Diego to the San Diego Trolley, regional bikeways, and adjacent neighborhoods and jobs. The project will improve safety, connectivity, and accessibility, reduce greenhouse gas emissions and vehicle miles traveled, increase active transportation, improve health, and support housing and economic development.
- **Route 680 Southbound Express Lane from Route 84 to Alcosta Boulevard, \$25,000,000** - in Alameda and Contra Costa Counties, the project will construct a southbound HOV/express lane; install electronic tolling equipment and signage; widen pavement in the median and shoulders; construct concrete barriers, retaining walls, and sound walls; and upgrade safety features throughout the project corridor. The project will reduce congestion, improve travel time reliability, reduce greenhouse gas emissions, increase throughput, and improve safety and accessibility.

- **NextGen Bus Speed & Reliability Improvements, \$25,000,000** – in Los Angeles County, the project will expand transit signal priority throughout the NextGen Tier One high frequency bus network; implement bus-priority lane infrastructure on up to 80 lane-miles of Tier One Bus Corridors; and equip buses that serve the Tier One and Tier Two bus networks with bus fare mobile validators to allow all-door boarding. The project will improve safety, reliability, and travel time; and reduce greenhouse gas emissions, congestions, and vehicle miles traveled.

Baseline Agreement Requirements:

All agencies with projects included in the 2020 Local Partnership Competitive Program must comply with the Commission's adopted 2020 Local Partnership Program Guidelines and SB 1 Accountability and Transparency Guidelines, including the requirement to enter into a baseline agreement. The development of the baseline agreement will be initiated upon adoption of the program. The baseline agreement will set forth the scope, expected benefits, delivery schedule, and project cost and funding plan. The executed baseline agreement will become the basis by which accountability will be measured and reported on.

Background:

On April 28, 2017, the Governor signed legislation creating the Local Partnership Program (Senate Bill 1 [Chapter 5, Statutes of 2017]). Assembly Bill 115 (Chapter 20, Statutes of 2017) clarified Senate Bill 1 language regarding local and regional transportation agency eligibility and expanded the types of projects eligible for the program. Senate Bill 1 authorizes \$200 million annually to fund the Local Partnership Program.

The Local Partnership Program provides 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 uniform developer fees, dedicated solely to transportation improvements.

Consistent with the intent behind SB 1, the Commission intends this program to balance the need to direct increased revenue to the state's highest transportation needs while fairly distributing the economic impact of increased funding.

In March 2019, the California Transportation Commission (Commission) initiated the process to develop the 2020 Local Partnership Program Guidelines. The Commission held eight workshops between March 2019 and February 2020 to solicit input on the development of the Local Partnership Program Guidelines. These workshops included consultation with stakeholders representing regional agencies, local governments, private industry, and other non-governmental organizations during the development process. The Commission's guidelines, adopted at its March 25, 2020 meeting, describe the policy, standards, criteria and procedures for the development, adoption and management of the 2020 Local Partnership Competitive Program.

Attachments:

- Attachment A: Resolution G-20-79
- Attachment B: 2020 Local Partnership Competitive Program Staff Recommendations
- Attachment C: Comment letters submitted separate from application

CALIFORNIA TRANSPORTATION COMMISSION
Adoption of the 2020 Local Partnership Competitive Program

RESOLUTION G-20-79

- 1.1 **WHEREAS**, on April 28, 2017, Governor Brown signed Senate Bill (SB) 1 (Beall, Chapter 5, Statutes of 2017), enacted as the Road Repair and Accountability Act of 2017, creating the Local Partnership Program to provide funding to jurisdictions that have sought and received voter approved taxes and enacted fees for road maintenance and rehabilitation and other transportation improvement projects; and
- 1.2 **WHEREAS**, on June 27, 2017, Governor Brown signed Assembly Bill (AB) 115 (Ting, Chapter 20, Statutes of 2017) which clarified language in SB 1 regarding local and regional transportation agency eligibility and expanded the types of projects eligible for program funding; and
- 1.3 **WHEREAS**, the California Transportation Commission (Commission) adopted the 2020 Local Partnership Program Guidelines on March 25, 2020 and adopted amendments to the program schedule in the guidelines on April 29, 2020; and
- 1.4 **WHEREAS**, the Commission adopted the SB 1 Accountability and Transparency Guidelines on March 21, 2018, that govern and outline the Commission's responsibility for the accountability and transparency of SB 1 program funds under its purview; and
- 1.5 **WHEREAS**, the Commission established the 2020 Local Partnership Competitive Program as a three-year, \$216 million (Fiscal Years 2020-21 through 2022-23) program; and
- 1.6 **WHEREAS**, the staff recommendations are consistent with statute and conform to the program guidelines for the Local Partnership Program; and
- 1.7 **WHEREAS**, Commission Staff prepared initial program recommendations that included \$213 million for 21 projects valued at more than \$1.4 billion; and
- 1.8 **WHEREAS**, a contingency list totaling \$28 million for two projects included in the initial program recommendations will be funded with unused incentive funding; and
- 1.9 **WHEREAS**, any overprogrammed amount on the contingency list will be deducted from the Local Partnership Competitive Program in the subsequent programming cycle; and

- 1.10 **WHEREAS**, the Commission staff recommendations for the 2020 Local Partnership Competitive Program were published and made available to the Commission, the California Department of Transportation (Department), regional transportation agencies, county transportation commissions, and the public on November 16, 2020; and
- 1.11 **WHEREAS**, the Commission considered the staff recommendations and public testimony at its December 2-3, 2020 meeting.
- 2.1 **NOW THEREFORE BE IT RESOLVED**, that the Commission hereby adopts the 2020 Local Partnership Competitive Program, as reflected in the attached staff recommendations (Attachment B); and
- 2.2 **BE IT FURTHER RESOLVED**, that the project amounts approved for funding shall be considered as a "not to exceed amount" and that any increases in cost estimates beyond the levels reflected in the adopted program are the responsibility of the appropriate agency; and
- 2.3 **BE IT FURTHER RESOLVED**, that a project included in the adopted 2020 Local Partnership Competitive Program must be in compliance with the Local Partnership Program Guidelines and the SB 1 Accountability and Transparency Guidelines; and
- 2.4 **BE IT FURTHER RESOLVED**, that a project included in the adopted 2020 Local Partnership Competitive Program with a total project cost of \$25 million or greater, or a total programmed amount of \$10 million or greater, must enter into a Baseline Agreement to be approved by the Commission within four months of project adoption. The Commission may delete a project for which no Baseline Agreement is executed; and
- 2.5 **BE IT FURTHER RESOLVED**, that a recommended project requests allocation in the period between the December 2020 Commission meeting and the March 2021 Commission meeting, the project applicant must submit a Baseline Agreement, if required, for approval by the May 2021 Commission meeting. Following the March 2021 Commission Meeting, the Commission will not consider approval of a project allocation without an approved Baseline Agreement, if required; and
- 2.6 **BE IT FURTHER RESOLVED**, that the Commission staff, in consultation with the Caltrans and project sponsors, is authorized to make minor technical changes as needed to the 2020 Local Partnership Competitive Program 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 2020 Local Partnership Competitive Program of projects on the Commission's website.

County	Applicant Agency	Implementing Agency	Project Title	Project Description	Fiscal Year	Total Project Cost (1000s)	Total Construction Cost	Total Recommended Funding	Voter-Approved (V) Imposed	Population Category
Alameda/ Contra Costa	Alameda County Transportation Commission	Caltrans	Route 680 Southbound Express Lane from Route 84 to Alcosta Boulevard	In Alameda and Contra Costa Counties, construct 9 miles of one HOV/Express Lane; safety improvements; electronic toll system elements and lighting	2021-22	\$ 259,000	\$ 225,000	\$ 25,000	V	I
Calaveras	Calaveras County	Calaveras County	Route 4 Wagon Trail Realignment	In Copperopolis, construct 3.2 miles of new engineered realignment and turn pockets	2020-21	\$ 30,861	\$ 22,300	\$ 5,988	I	V
El Dorado	El Dorado County Department of Transportation	El Dorado County Department of Transportation	Diamond Springs Parkway- Phase 1B	In Diamond Springs, 2.9 miles of local road improvements including construct 4-lane arterial roadway; widen and realign existing roadway; 3 signalized intersections; pavement improvements; and pedestrian and bicycle facilities	2022-23	\$ 28,293	\$ 19,700	\$ 5,320	I	IV
Fresno	Fresno County Transportation Authority	Fresno County Transportation Authority	Golden State Corridor Infrastructure Improvements and Economic Development	In Fowler, Selma, and Kingsburg, construct 14.1 miles of complete streets improvements including road rehabilitation, bike lanes, sidewalks, ADA and operational improvements.	2020-21	\$ 47,085	\$ 36,753	\$ 7,000	V	II
Los Angeles	Los Angeles County Metropolitan Transportation Authority	Los Angeles County Metropolitan Transportation Authority	NextGen Bus Speed & Reliability Improvements		2021-22	\$ 50,000	\$ 50,000	\$ 25,000	V	I
			Bus Speed Improvements for Los Angeles Streets	In Los Angeles, design and implement 80 miles of bus priority lanes and operational improvements						
			Transit Signal Priority Transponders	Purchase and install 2,500 transit signal priority transponders on the undercarriage of buses						
			Transit Signal Priority	Purchase and install transit signal priority infrastructure on 200 intersections; replace wireless transit signal priority infrastructure on 300 intersections in the Tier One Network						
			Bus Mobile Validators for All-Door Boarding	Purchase and install 2,900 bus mobile validators on buses that operate on Tier One and Tier Two high frequency corridors						
Los Angeles	Long Beach	Long Beach	Market Street Complete Street in the City of Long Beach	1.8 miles of complete streets including bike lanes; sidewalks; pedestrian and safety improvements; transit enhancements; landscaping; pavement rehabilitation	2021-22	\$ 13,000	\$ 12,000	\$ 2,838	I	III
Los Angeles	Los Angeles County Metropolitan Transportation Authority	La Canada Flintridge	Route 210 Sound wall Improvements, Phase IV	In La Canada Flintridge, construct .84 miles of new soundwall (4 segments)	2022-23	\$ 11,000	\$ 7,800	\$ 5,500	V	I
Mendocino	Point Arena	Point Arena	Mill Street Reconstruction, Sidewalk, Drainage, and Asphalt Replacement	.9 miles of pavement rehabilitation; pedestrian and safety improvements	2020-21	\$ 1,420	\$ 1,420	\$ 1,065	V	V
Nevada	Truckee	Truckee	Legacy Trail-Brockway Road Multi-Use Trail Connection	On Brockway Road, construct .32 miles of a multi-use path	2020-21	\$ 1,260	\$ 1,260	\$ 630	V	V
Orange	Orange County Transportation Authority	Caltrans	Route 55 Improvement: from Route 5 to Route 405	In Irvine, Santa Ana, and Tustin; construct 7.4 miles of mixed flow lane; 5.8 miles of HOV/HOT lane; 4.5 miles of auxiliary lane; and other highway improvements	2021-22*	\$ 349,212	\$ 196,599	\$ 25,000	V	I
Riverside	Western Riverside Council of Governments	Eastvale	Limonite Avenue Gap Closure	Local road improvements including construct 2.8 miles of divided four-lane roadway; 1.4 miles of Class I path; construct bridge	2021-22	\$ 21,800	\$ 20,331	\$ 9,475	I	I
Sacramento/Yolo	Sacramento	Sacramento	I Street Bridge Replacement	Local road improvements including bridge replacement; Class II buffered bike lanes; sidewalks; operational improvements	2022-23	\$ 228,248	\$ 187,279	\$ 15,000	I	III
San Diego	San Diego Association of Governments	San Diego Association of Governments	Bike Up & Down in Uptown (BUDU)	Construct 3.2 miles of protected bikeway including pedestrian and safety improvements	2021-22	\$ 16,521	\$ 14,000	\$ 7,000	V	I
San Francisco	San Francisco County Transportation Authority	San Francisco Municipal Transportation Agency	Mission Street and Geneva Avenue Safety Improvements in the City of San Francisco	Local road improvements including sidewalks; transit enhancements; traffic signals; crosswalks; bike lanes; safety improvements	2021-22	\$ 20,548	\$ 17,467	\$ 8,700	V	II
Santa Clara	Santa Clara Valley Transportation Authority	Santa Clara Valley Transportation Authority	Route 101/De La Cruz Boulevard/Trimble Road Interchange Improvements	In San Jose, reconstruct interchange; bike, pedestrian, and safety improvements	2020-21	\$ 73,391	\$ 59,320	\$ 25,000	V	I
Sonoma	Windsor	Windsor	Windsor River Road/Windsor Road Intersection Improvement and Multi-Use Pathway Connector	.4 miles of local road improvements including construct new roundabout; pedestrian crossing safety improvements; and a multi-use pathway	2020-21	\$ 8,119	\$ 5,841	\$ 2,842	I	V
Stanislaus	Stanislaus Council of Governments	Stanislaus County	McHenry Avenue Widening Improvements in the Cities of Modesto and Escalon	In Modesto and Escalon, widen 3.4 miles of roadway; Class III bike lane; operational and safety improvements	2020-21	\$ 22,322	\$ 17,790	\$ 2,128	V	III
Sutter	Yuba City	Yuba City	Bridge Street Widening and Complete Streets	1 mile of complete streets including widen roadway; safety improvements; sidewalks; bike pathway; synchronized traffic signals; ADA and operational improvements	2020-21	\$ 5,621	\$ 5,621	\$ 2,810	I	V
Tulare	Tulare County Association of Governments	Caltrans	Route 99/Commercial Avenue Interchange	In Tulare, construct new interchange; construct .6 miles of auxiliary lanes; 2.1 miles of bike land and sidewalks; TMS elements; other safety improvements	2021-22	\$ 75,300	\$ 52,800	\$ 9,000	V	III

* After staff recommendations were published on November 16, 2020, staff received a request from the Orange County Transportation Authority to shift the Route 55 Improvement project funding request to FY 2021-22 to allow sufficient time for pre-construction activities.

	\$ 1,263,001	\$ 953,281	\$ 185,296
Funding available:		\$ 187,167	

County	Applicant Agency	Implementing Agency	Project Title	Project Description	Fiscal Year	Total Project Cost (1000s)	Total Construction Cost	Total Recommended Funding	Voter-Approved (V) Imposed	Population Category
Contingency List - Unused Incentive Funding										
Sacramento	Sacramento Transportation Authority	Sacramento County	South Watt Avenue Improvement: Florin Road to Jackson Road	In Sacramento, widen roadway; construct buffered Class II bike lanes; sidewalks; pedestrian and safety improvements; pavement rehabilitation; TMS elements; transit enhancements; rail crossing improvements; replace bridge	2022-23	\$ 35,035	\$ 30,356	\$ 13,277	V	I
Santa Cruz	Santa Cruz County Regional Transportation Commission	Caltrans	Watsonville- Santa Cruz Multimodal Corridor Program	Contract #2 - State Park to Bay/Porter Auxiliary Lanes, Bus on Shoulders and Mar Vista Bike/Pedestrian Overcrossing	2022-23	\$ 150,568	\$ 136,360	\$ 14,394	V	IV

\$ 185,603 \$ 166,716 \$ 27,671

Maximum unused incentive funding available: **\$ 20,000**
 Oversubscribed: **\$ (7,671)**

	County	Applicant Agency	Implementing Agency	Project Title	Project Type	Total Project Cost (1000s)	Total Requested Funding	Voter-Approved (V) Imposed Fee (I)	Population Category
Recommended in Other Programs	Monterey	Transportation Agency for Monterey County	Caltrans	Route 156/Castroville Boulevard Interchange	HIGHWAY IMPROVEMENTS	\$ 55,200	\$ 14,750	V	III
	Napa	Napa Valley Transportation Authority	Caltrans	Soscol Junction (Route 29/221/Soscol Ferry Road)	HIGHWAY IMPROVEMENTS	\$ 64,000	\$ 25,000	V	IV
	Riverside	Riverside County Transportation Commission	Riverside County Transportation Commission	Route 71/91 Interchange Improvement	HIGHWAY IMPROVEMENTS	\$ 148,208	\$ 25,000	V	I
Not Recommended for Funding <small>A High-Ranking Project from the Same Agency is Recommended for Funding</small>	Los Angeles	Los Angeles County Metropolitan Transportation Authority	Los Angeles County Metropolitan Transportation Authority	Route 710 Early Action Soundwalls Package 2	SOUNDWALL / HIGHWAY IMPROVEMENTS	\$ 11,690	\$ 5,845	V	I
	Los Angeles	Los Angeles County Metropolitan Transportation Authority	Los Angeles County Metropolitan Transportation Authority	Route 710 Early Action Soundwalls Package 3	SOUNDWALL / HIGHWAY IMPROVEMENTS	\$ 52,000	\$ 25,000	V	I
	Orange/VAR	Orange County Transportation Authority	Caltrans	Route 241 to Route 91 Express Lanes Connector	HIGHWAY IMPROVEMENTS	\$ 250,000	\$ 25,000	V	I
	Riverside	Western Riverside Council of Governments	Moreno Valley	Indian Street/Cardinal Avenue New Bridge (Over Lateral A)	LOCAL ROAD IMPROVEMENTS	\$ 4,714	\$ 2,000	I	I
	Riverside	Western Riverside Council of Governments	Temecula	Route 15 Congestion Relief	HIGHWAY IMPROVEMENTS	\$ 8,089	\$ 2,743	I	I
	Riverside	Western Riverside Council of Governments	San Jacinto	Ramona Expressway Pavement Rehabilitation and Safety Improvements	LOCAL ROAD IMPROVEMENTS	\$ 5,000	\$ 4,500	I	I
	Sacramento	Sacramento Transportation Authority	Rancho Cordova	White Rock Road Safety and Congestion Relief	LOCAL ROAD IMPROVEMENTS	\$ 37,710	\$ 13,250	V	I
	Sacramento	Sacramento Transportation Authority	Sacramento County	Elverta Road Improvement: Dutch Haven Boulevard to Watt Avenue	LOCAL ROAD IMPROVEMENTS	\$ 25,000	\$ 5,500	V	I
	Sacramento	Sacramento Transportation Authority	Elk Grove	Kammerer Road Reconstruction Between Bruceville Road and Lent Ranch Parkway	LOCAL ROAD IMPROVEMENTS	\$ 14,860	\$ 5,000	V	I
	Sacramento	Sacramento Transportation Authority	Sacramento Regional Transit	Sacramento Valley Station Loop	TRANSIT RAIL	\$ 133,800	\$ 10,000	V	I
	San Diego	San Diego Association of Governments	Caltrans	Build North Coast Corridor: Route 5/56 Roadway/Bike Connectors	HIGHWAY IMPROVEMENTS	\$ 46,690	\$ 15,000	V	I
	San Francisco	San Francisco County Transportation Authority/City and County of San Francisco	Port of San Francisco	Mission Bay Ferry Landing	ALTERNATIVE TRANSPORTATION	\$ 58,400	\$ 7,000	V	II
	Santa Clara	Santa Clara Valley Transportation Authority/San Mateo County Transit District	San Mateo County Transit District	Mountain View Transit Center Grade Separation and Access	TRANSIT RAIL	\$ 78,781	\$ 25,000	V	I
Santa Cruz	Santa Cruz County Regional Transportation Commission	Santa Cruz County	Route 152/Holohan Road Intersection	LOCAL ROAD IMPROVEMENT	\$ 3,602	\$ 1,350	V	IV	
Not Recommended for Funding	Alameda	Alameda-Contra Costa Transit District	Alameda-Contra Costa Transit District	Purchase 40-foot Diesel Buses	TRANSIT BUS	\$ 28,000	\$ 8,000	V	I
	Alameda/Contra Costa/San Francisco	SF Bay Area Rapid Transit District	SF Bay Area Rapid Transit District	Hayward Maintenance Complex Sustainability and Capacity Improvements	TRANSIT RAIL	\$ 800,000	\$ 25,000	V	I
	Orange	Anaheim	Anaheim	Orangetown Avenue Bridge Widening	LOCAL ROAD IMPROVEMENTS	\$ 10,096	\$ 2,000	I	III
	Riverside	Wildomar	Wildomar	Bundy Canyon Road Widening and Active Transportation Corridor	LOCAL ROAD IMPROVEMENTS	\$ 29,847	\$ 11,343	I	V
	Sacramento	Rancho Cordova	Rancho Cordova	White Rock Road Safety and Congestion Relief	LOCAL ROAD IMPROVEMENTS	\$ 37,710	\$ 13,250	I	V
	Sacramento	Sacramento County	Sacramento County	South Watt Avenue Improvement: Florin Road to Jackson Road	LOCAL ROAD IMPROVEMENTS	\$ 35,035	\$ 13,277	I	I
	Sacramento	Sacramento County	Sacramento County	Elverta Road Improvement: Dutch Haven Boulevard to Watt Avenue.	LOCAL ROAD IMPROVEMENTS	\$ 25,000	\$ 5,500	I	I
	San Bernardino	Apple Valley	Apple Valley	Dale Evans Parkway at Waalek Road Realignment	LOCAL ROAD IMPROVEMENTS	\$ 1,360	\$ 680	I	V
	San Diego	Carlsbad	Carlsbad	Carlsbad Boulevard and Tamarack Avenue Pedestrian Improvements	ACTIVE TRANSPORTATION	\$ 2,435	\$ 1,000	I	IV
	San Joaquin	San Joaquin County	San Joaquin County	Grant Line Road Realignment	LOCAL ROAD IMPROVEMENTS	\$ 38,655	\$ 14,577	I	II
	San Joaquin	Manteca	Manteca	Airport Way Widening	LOCAL ROAD IMPROVEMENTS	\$ 15,037	\$ 3,150	I	V
	San Luis Obispo	Paso Robles	Paso Robles	South Vine Bridge	LOCAL ROAD IMPROVEMENT	\$ 11,650	\$ 5,500	I	V
	San Mateo	San Mateo County Transportation Authority	South San Francisco	Hillside and Lincoln Traffic Improvements	LOCAL ROAD IMPROVEMENTS	\$ 2,200	\$ 1,100	V	II
	San Mateo	San Mateo County Transportation Authority	San Carlos	Holly Street / Route 101 Pedestrian and Bicycle Overcrossing	ACTIVE TRANSPORTATION	\$ 11,600	\$ 5,800	V	II
	San Mateo	San Mateo Transit District	San Mateo Transit District	Battery/Electric Bus Charging Infrastructure	TRANSIT BUS	\$ 41,850	\$ 20,925	V	II
	San Mateo	San Mateo County Transportation Authority	Peninsula Corridor Joint Powers Board	Atherton Station Hold Out Rule Removal	TRANSIT RAIL	\$ 7,150	\$ 2,725	V	II
	Santa Barbara	Santa Barbara County Association of Governments	Caltrans	Santa Barbara Route 101 Multimodal Corridor - Segment 4D/4E	HIGHWAY IMPROVEMENTS	\$ 320,315	\$ 25,000	V	III
	Santa Barbara	Santa Barbara County Association of Governments	Santa Barbara	Santa Barbara Route 101 Multimodal Corridor - Cabrillo Boulevard Bicycle and Pedestrian Improvements	ACTIVE TRANSPORTATION	\$ 43,013	\$ 14,920	V	III
	Shasta	Redding	Redding	South Bonnyview Road/Route 5 Interchange Area Improvements	LOCAL ROAD IMPROVEMENTS	\$ 8,050	\$ 3,000	I	V
	Sonoma	Sonoma County Transportation Authority	Santa Rosa/Caltrans	Route 101/Hearn Avenue Interchange	HIGHWAY IMPROVEMENTS	\$ 36,000	\$ 14,000	V	III
Yolo	Woodland	Woodland	Matmor Road and E. Gum Avenue Complete Streets and Rehabilitation	LOCAL ROAD IMPROVEMENTS	\$ 8,500	\$ 1,500	I	V	
Yuba	Yuba County	Yuba County	Hammonton-Smartsville Road Safety - Final Phase	LOCAL ROAD IMPROVEMENTS	\$ 2,897	\$ 750	V	V	
Ineligible Project Not Evaluated	Los Angeles	Manhattan Beach	Manhattan Beach	Manhattan Beach Boulevard and Peck Avenue Improvement		\$ 800	\$ 400	I	V
	San Bernardino	Rancho Cucamonga	Rancho Cucamonga	Foothill Boulevard Complete Streets		\$ 4,570	\$ 2,285	I	IV